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US Environmental Protection Agency
Office of Federal Activities
NEPA Compliance division—EIS Filing Section
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1200 Pennsylvania Avenue, NW
Washington, DC 20044

Dear Office of Federal Activities:

Final Environmental Impact Statement
Eastern Hills Drive and Connecting Roadways
Pottawattamie County, Iowa

As required in the Federal Register published Tuesday, March 7, 1989, Attached is an electronic copy of the Final Environmental Impact Statement HDP-1642(645)--71-78.

Following are the responsible individuals:

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Transmittal of the FEIS documents is complete.

Sincerely yours,

for

Karen Bobo
Division Administrator

cc:

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Randy Hyler, Iowa Department of Transportation

Eastern Hills Drive and Connecting Roadways
Pottawattamie County, Iowa
HDP-1642(645)--71-78

FINAL ENVIRONMENTAL IMPACT STATEMENT

Prepared in Accordance with:
The National Environmental Policy Act, as amended
42 USC 4332(2)(c)

By the U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

IOWA DEPARTMENT OF TRANSPORTATION

8-10-15
Date of Approval

8/19/15
Date of Approval

6/11/15
Date of Approval

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The City of Council Bluffs, in coordination with the Iowa Department of Transportation and Federal Highway Administration, has initiated the planning studies for the improvements to Eastern Hills Drive, Cedar Lane, Steven Road, and Greenview Road in Pottawattamie County, Iowa. The project begins at Iowa Highway 92 and continues approximately 3.3 miles north to US Highway 6. The proposed project includes expanding existing Eastern Hills Drive to a four-lane roadway while improving connections to Cedar Lane, Steven Road, and Greenview Road. This Final Environmental Impact Statement (FEIS) identifies the Preferred Alternatives and the No-Build Alternative for detailed evaluation; potential impacts of these alternatives have been evaluated and include those to residences and residential property, business property, church property, wetlands, water resources, woodlands, and farmland.

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EXECUTIVE SUMMARY

Introduction

The Draft Environmental Impact Statement (DEIS) for the Eastern Hills Drive and Connecting Roadways project was published in February 2012. During preparation of this Final Environmental Impact Statement (FEIS), the text and exhibits were updated to better explain the alternatives development and screening processes, to reflect design development, and to account for new information and changes that have occurred. In addition, comments on the DEIS received from resource agencies and the public have been addressed in the FEIS.

This FEIS identifies the purpose of and need for the project, and describes the proposed action in Chapter 1.0; identifies alternatives for the proposed action in Chapter 2.0; describes the affected environment and evaluates impacts of the alternatives carried forward for detailed evaluation, and describes proposed mitigation in Chapter 3.0; and documents public involvement and resource agency input regarding the proposed action in Chapter 4.0.

Purpose of and Need for Action

The city of Council Bluffs and Pottawattamie County, in coordination with the Iowa Department of Transportation (Iowa DOT) and the Federal Highway Administration (FHWA), propose to extend an existing roadway, Eastern Hills Drive, to traverse the southeast quadrant of Council Bluffs. The extension of this roadway would provide north-south connectivity between U.S. Highway 6 (US 6) and Iowa Highway 92 (IA 92). Extending Eastern Hills Drive would also provide improved connections to State Orchard Road, Cedar Lane, Greenview Road, Steven Road, and Cottonwood Road (L43). This proposed project is referred to as the Eastern Hills Drive and Connecting Roadways Project.

The purpose of the project is to improve the transportation network in the eastern Council Bluffs area by completing Eastern Hills Drive between US 6 and IA 92, while providing improved connections to developments along Greenview Road, Steven Road, and Cottonwood Road. The project is needed to do the following:

- Provide local transportation system continuity
- Support planned land development in Council Bluffs and Pottawattamie County
- Increase the capacity of existing roads to accommodate future traffic demands
- Improve emergency access.

Description of the Proposed Action

The city of Council Bluffs proposes the extension and completion of the existing Eastern Hills Drive as an arterial roadway construction project. The project would include construction of a multi-lane, north-south, minor arterial roadway between US 6 and IA 92. See **Exhibit ES.1, Study Area**. US 6 borders the Study Area to the north. The Council Bluffs Airport, agricultural land, and residential developments border the Study Area to the east. IA 92 borders the Study Area to the south. Agricultural land and residential developments border the Study Area to the west. Additional major transportation facilities in the vicinity include Interstates 29 (I-29) and 80 (I-80).

Alternatives Considered

The DEIS documented the identification and screening of initial alternatives that were selected for four lettered segments/corridors of the proposed action. Ten numbered alternatives were originally identified for review, and two were eliminated from detailed evaluation. One alternative was dismissed because it would have a detrimental impact on the Loess Hills given the amount of grading activity that would be required, and another alternative was dismissed because it would not accommodate adequate future north-south traffic demand.

Each of the remaining eight alternatives was evaluated separately even though one alternative in each segment would ultimately need to be combined with others from different segments to provide connectivity in a roadway from US 6 to IA 92.

During the public review of the DEIS, it was noted that there was confusion about the terms “segment,” “corridor,” and “alternative” being used to describe the alternatives, and that it was difficult to understand the impacts of the different alternatives. Therefore, during the Concurrence Point 4 process, new nomenclature for alternatives was adopted to help the public and agencies better understand the details of each alternative in the FEIS and future documentation.

From this point forward in this FEIS, segment letters and alternative numbers from the DEIS have been combined to form ten segments, as listed in **Table ES.1, Change in Nomenclature**, and shown in **Exhibit ES.2, Alternatives as Presented in FEIS. Exhibit ES.3, FEIS Segments D5, D6, D7, & D8**, depicts a close-up view of the new nomenclature for Segments D5, D6, D7, and D8.

Table ES.1
Change in Nomenclature

FEIS Segment	DEIS Segment and Alternative
A	Segment A, Build Alternative 1
B	Segment B, Build Alternative 2
C	Segment C, Build Alternatives 3 and 4
D5	Segment D, Build Alternative 5
D6	Segment D, Build Alternatives 6 and 7 components and addition of connection improvements on IA 92
D7	Segment D, Build Alternative 6
D8	Segment D, Build Alternative 7 and addition of connection improvements north of First Christian Church and along IA 92
E	Greenview Road, Build Alternative 10
F	Segment C, Build Alternative 3
G	Segment C, Build Alternative 4

Also in the FEIS, different combinations of segments comprise eight alternatives. Each alternative extends from US 6 to IA 92 and includes improvements to Greenview Road and a connection from Stevens Road to Eastern Hills Drive. **Table ES.2, Alternative Composition**, identifies the new alternative numbers using the newly characterized segments within the Study Area.

Table ES.2
Alternative Composition

FEIS Alternative	FEIS Segments Combined to Form the Alternative
1	A, B, C, D5, E, F
2	A, B, C, D5, E, G
3	A, B, C, D6, E, F
4	A, B, C, D6, E, G
5	A, B, C, D7, E, F
6	A, B, C, D7, E, G
7	A, B, C, D8, E, F
8	A, B, C, D8, E, G

Exhibit ES.2, Alternatives as Presented in the FEIS, illustrates the area included by the Build Alternatives. The exhibit shows the segment locations, and a table within the exhibit (matching Table ES.2) identifies which segments comprise each build alternative. The revised alternatives for the FEIS include the following:

- **No-Build Alternative:** The No-Build Alternative allows for maintenance of the existing transportation system, but does not include improvements to or the completion of Eastern Hills Drive or connecting roadways.
- **Build Alternative 1:** Build Alternative 1 would complete the section of Eastern Hills Drive from north of North and South Larchmont Drives to Cedar Lane and extend Eastern Hills Drive from the State Orchard Road intersection southwesterly along the existing State Orchard Road alignment, cross Greenview Road, and continue on the west side of Little Pony Creek south to the existing IA 92 / State Orchard Road intersection. The initial construction would include a three-lane roadway and trail section consistent with the current Eastern Hills Drive through the Hills of Cedar Creek subdivision. The ultimate build out of the roadway, when necessary due to traffic demand, would widen the street from three lanes to five lanes from IA 92 to US 6. As a connecting roadway, Cedar Lane would be reconstructed from Eastern Hills Drive, with a new alignment extending from Steven Road at Norwood Drive; this would be a two-lane roadway. Greenview Road would be reconstructed, remaining as two lanes, as a connecting roadway from Glen Oaks Drive to Cottonwood Road (L-43).
- **Build Alternative 2:** Build Alternative 2 would complete the section of Eastern Hills Drive from north of North and South Larchmont Drives to Cedar Lane and extend Eastern Hills Drive from the State Orchard Road intersection southwesterly along the existing State Orchard Road alignment, cross Greenview Road, and continue on the west side of Little Pony Creek south to the existing IA 92 / State Orchard Road intersection. The initial construction would include a three-lane roadway and trail section consistent with the current Eastern Hills Drive through the Hills of Cedar Creek subdivision. The ultimate build out of the roadway, when necessary due to traffic demand, would widen the street from three lanes to five lanes from IA 92 to US 6. As a connecting roadway, Cedar Lane would be constructed along a new alignment from Eastern Hills Drive to Steven Road at Norwood Drive; this would be a two-lane roadway. Greenview Road would be reconstructed, remaining as two lanes, as a connecting roadway from Glen Oaks Drive to Cottonwood Road (L-43).

- Build Alternative 3: Build Alternative 3 would complete the section of Eastern Hills Drive from north of North and South Larchmont Drives to Cedar Lane and extend Eastern Hills Drive from the State Orchard Road intersection southwesterly along the existing State Orchard Road alignment, cross Greenview Road, and continue on the east side of Little Pony Creek until curving back into the existing IA 92 / State Orchard Road intersection. The initial construction would include a three-lane roadway and trail section consistent with the current Eastern Hills Drive through the Hills of Cedar Creek subdivision. The ultimate build out of the roadway, when necessary due to traffic demand, would widen the street from three lanes to five lanes from IA 92 to US 6. As a connecting roadway, Cedar Lane would be reconstructed from Eastern Hills Drive, with a new alignment extending from Steven Road at Norwood Drive; this would be a two-lane roadway. Greenview Road would be reconstructed, remaining as two lanes, as a connecting roadway from Glen Oaks Drive to Cottonwood Road (L-43).
- Build Alternative 4: Build Alternative 4 would complete the section of Eastern Hills Drive from north of North and South Larchmont Drives to Cedar Lane and extend Eastern Hills Drive from the State Orchard Road intersection southwesterly along the existing State Orchard Road alignment, cross Greenview Road, and continue on the east side of Little Pony Creek until curving back into the existing IA 92 / State Orchard Road intersection. The initial construction would include a three-lane roadway and trail section consistent with the current Eastern Hills Drive through the Hills of Cedar Creek subdivision. The ultimate build out of the roadway, when necessary due to traffic demand, would widen the street from three lanes to five lanes from IA 92 to US 6. As a connecting roadway, Cedar Lane would be constructed along a new alignment from Eastern Hills Drive to Steven Road at Norwood Drive; this would be a two-lane roadway. Greenview Road would be reconstructed, remaining as two lanes, as a connecting roadway from Glen Oaks Drive to Cottonwood Road (L-43).
- Build Alternative 5: Build Alternative 5 would complete the section of Eastern Hills Drive from north of North and South Larchmont Drives to Cedar Lane and extend Eastern Hills Drive from the State Orchard Road intersection southwesterly along the existing State Orchard Road alignment, cross Greenview Road, and continue on the east side of Little Pony Creek south to IA 92, approximately 400 feet east of the existing IA 92 / State Orchard Road intersection. The initial construction would include a three-lane roadway and trail section consistent with the current Eastern Hills Drive through the Hills of Cedar Creek subdivision. The ultimate build out of the roadway, when necessary due to traffic demand, would widen the street from three lanes to five lanes from IA 92 to US 6. As a connecting roadway, Cedar Lane would be reconstructed from Eastern Hills Drive, with a new alignment extending from Steven Road at Norwood Drive; this would be a two-lane roadway. Greenview Road would be reconstructed, remaining as two lanes, as a connecting roadway from Glen Oaks Drive to Cottonwood Road (L-43).
- Build Alternative 6: Build Alternative 6 would complete the section of Eastern Hills Drive from north of North and South Larchmont Drives to Cedar Lane and extend Eastern Hills Drive from the State Orchard Road intersection southwesterly along the existing State Orchard Road alignment, cross Greenview Road, and continue on the east side of Little Pony Creek south to IA 92, approximately 400 feet east of the existing IA 92 / State Orchard Road intersection. The initial construction would include a three-lane roadway and trail section consistent with the current Eastern Hills Drive through the Hills of Cedar Creek subdivision.

The ultimate build out of the roadway, when necessary due to traffic demand, would widen the street from three lanes to five lanes from IA 92 to US 6. As a connecting roadway, Cedar Lane would be constructed along a new alignment from Eastern Hills Drive to Steven Road at Norwood Drive; this would be a two-lane roadway. Greenview Road would be reconstructed, remaining as two lanes, as a connecting roadway from Glen Oaks Drive to Cottonwood Road (L-43).

- **Build Alternative 7:** Build Alternative 7 would complete the section of Eastern Hills Drive from north of North and South Larchmont Drives to Cedar Lane and extend Eastern Hills Drive from the State Orchard Road intersection southwesterly along the existing State Orchard Road alignment, cross Greenview Road, and continue on the east side of Little Pony Creek and First Christian Church south to IA 92, approximately 1,600 feet east of the existing IA 92 / State Orchard Road intersection. The initial construction would include a three-lane roadway and trail section consistent with the current Eastern Hills Drive through the Hills of Cedar Creek subdivision. The ultimate build out of the roadway, when necessary due to traffic demand, would widen the street from three lanes to five lanes from IA 92 to US 6. As a connecting roadway, Cedar Lane would be reconstructed from Eastern Hills Drive, with a new alignment extending from Steven Road at Norwood Drive; this would be a two-lane roadway. Greenview Road would be reconstructed, remaining as two lanes, as a connecting roadway from Glen Oaks Drive to Cottonwood Road (L-43).
- **Build Alternative 8:** Build Alternative 8 would complete the section of Eastern Hills Drive from north of North and South Larchmont Drives to Cedar Lane and extend Eastern Hills Drive from the State Orchard Road intersection southwesterly along the existing State Orchard Road alignment, cross Greenview Road, and continue on the east side of Little Pony Creek and First Christian Church south to IA 92, approximately 1,600 feet east of the existing IA 92 / State Orchard Road intersection. The initial construction would include a three-lane roadway and trail section consistent with the current Eastern Hills Drive through the Hills of Cedar Creek subdivision. The ultimate build out of the roadway, when necessary due to traffic demand, would widen the street from three lanes to five lanes from IA 92 to US 6. As a connecting roadway, Cedar Lane would be constructed along a new alignment from Eastern Hills Drive to Steven Road at Norwood Drive; this would be a two-lane roadway. Greenview Road would be reconstructed, remaining as two lanes, as a connecting roadway from Glen Oaks Drive to Cottonwood Road (L-43).

The city of Council Bluffs, in consideration of public and agency input, identified Build Alternative 3 as the Preferred Alternative (see **Exhibit ES.4, Alternative 3 (Preferred Alternative)**), and FHWA concurred with the decision. Alternative 3 was selected as the Preferred Alternative for the following reasons:

- Evaluation of the existing and planned transportation network indicated that the Preferred Alternative would best meet the project purpose and need through optimum connectivity of Eastern Hills Drive to IA 92, and reduced impact on current and future developments.
- Segments A and B were chosen because they have already been constructed as a two-lane road with adequate right-of-way (ROW) available for construction of additional lanes. No impacts on housing would occur along these segments, and the natural environment would be minimally affected compared to impacts of a new alignment.

- Segment C was chosen because a portion of Eastern Hills Drive located within Segment C was constructed as part of a privately funded residential development project that established sufficient ROW for future roadway expansion. No impacts on housing would occur along this segment, and the natural environment would be minimally affected compared to impacts of a new alignment.
- Segment D6 was chosen because it would provide the optimum connectivity with IA 92 compared to Segments D7 and D8, and would have fewer housing impacts than Segment D5.
- Segment E was chosen because it can be constructed mostly within existing ROW of Greenview Road.
- Segment F was chosen because it allows a more direct connection to existing ROW of Cedar Lane, requiring less farmland and ROW than Segment G, thus minimizing impacts on potential future development.
- The Preferred Alternative would satisfy traffic operations criteria at all locations.
- The Preferred Alternative is consistent with the findings of the Two-Mile Limit Study recommending a north-south arterial roadway in the vicinity of where Eastern Hills Drive is currently sited and planned.
- Potential environmental impacts of the Preferred Alternative would be similar to those under the other build alternatives.

Alternative 3 was selected as the Preferred Alternative after reviewing all the reasonable alternatives under consideration, including the No-Build Alternative, with respect to their ability to meet the project purpose and need. The Preferred Alternative alignment and design have been refined based on the information learned since the publication of the DEIS. Subsequent to completion of the National Environmental Policy Act of 1969 (NEPA) process, final design would be conducted, and necessary ROW would be acquired. Funding is not currently available to construct the entire project. The likely order in which roadway improvements would be constructed is as follows:

1. Connect Eastern Hills Drive from where it ends north of the Hills of Cedar Creek subdivision north to Cedar Lane.
2. Connect Steven Road from Eastern Hills Drive west to State Orchard Road.
3. Improve/widen IA 92 for new intersection with State Orchard Road.
4. Improve Greenview Road from near Cottonwood Road (L-43) to State Orchard Road.
5. Construct and improve Eastern Hills Drive from the Hills of Cedar Creek subdivision south to IA 92.
6. Construct Steven Road from near Norwood Drive to State Orchard Road.
7. Widen Eastern Hills Drive from Cedar Lane north to US 6.

Construction of a five-lane section is not anticipated within the next 10 years. The goal is to first provide north-south connectivity between US 6 and IA 92, and improved connections to Eastern Hills Drive. Construction of a 10-foot-wide trail along the length of future Eastern Hills Drive segments would likely be constructed during each proposed priority phase, with the exception of potential earlier construction in Segments A, B, and C if funding is available.

The Preferred Alternative was carried forward for a detailed evaluation of impacts, both individually and in comparison to the No-Build Alternative.

Project Impacts

Chapter 3.0 of this FEIS presents a summary of the existing social, cultural, economic, and natural environments of the Study Area. This chapter also provides a comparison of the impacts for both the Preferred Alternative and the No-Build Alternative. The following paragraphs briefly highlight key impacts of these two alternatives.

Land Use and Zoning

With the No-Build Alternative, the existing land use would likely remain consistent with the existing conditions, or would change in the future according to future land use independent of the Eastern Hills Drive and Connecting Roadways project. The Preferred Alternative is compatible with future land uses and would allow for future planned development. The Preferred Alternative would enhance connectivity and could provide the opportunity to realize the proposed future commercial land uses within or near the Study Area. The Preferred Alternative is anticipated to conform to all zoning ordinances associated with future land uses.

Communities and Neighborhoods

There would be no direct impacts on any race or ethnicity, age group, low-income population, or populations at a particular educational level with the No-Build Alternative. In addition, there would be no direct impacts on community or neighborhood facilities. The only effects on emergency services could be the potential increase in response times with additional traffic and congestion on the existing roads in the future. The No-Build Alternative would not provide any additional bicycle or pedestrian facilities, and would not improve community cohesion. The Preferred Alternative would not directly impact any community or neighborhood facilities, including schools, hospitals, or community centers, except for temporary impacts on a trail (as discussed under “Parks and Recreational Facilities”). Although no facility buildings would be impacted, land would be acquired from First Christian Church, Deaf Missions Inc., Dean Bennett Landscape Company, and Dappen Tree Farm. The Preferred Alternative is not anticipated to cause any change in race or ethnicity, age, low-income, or educational population statistics within and near the Study Area. Emergency services would benefit from the improved connectivity between IA 92 and US 6. The existing bicycle and pedestrian trail along Eastern Hills Drive would be extended from IA 92 to US 6. Completion of the trail system segments would benefit the community and local neighborhoods, and improve community cohesion.

Parks and Recreational Facilities

The No-Build Alternative would have no impact on parks. However, the trail along Eastern Hills Drive in the Parks and Recreation Master Plan (shown extending north to US 6 and south past IA 92) would not be realized without the proposed project. Under the Preferred Alternative, there would be no impacts on parks and a local, private pool. The existing bicycle and pedestrian trail would be extended as a 10-foot-wide trail north and south and would be consistent with the alignment shown in the city’s Recreation Trail Master Plan. During construction, there would be only a temporary occupancy of the existing trail segment, which would not result in a direct or constructive use of a property protected under Section 4(f) of the Department of Transportation Act of 1966. In addition, the proposed construction of 10-foot-wide trails along other roadways in the Study Area would enhance recreation opportunities and be consistent with the city’s trail plan.

Acquisitions and Relocations

The No-Build Alternative would have no direct impact on residences and businesses located in the Study Area. Approximately 78 acres of land would be acquired through temporary and permanent easement for the construction of the Preferred Alternative. The Preferred Alternative would require the acquisition of six homes and partial acquisition of 235 other property parcels, including partial acquisition of land from Dappen Tree Farm, Dean Bennett Landscape Company, Deaf Missions Inc., and First Christian Church.

Environmental Justice

The Study Area contains minority and low-income populations that are proportionally lower than these proportions in the city or the county as a whole. Impacts from the No-Build Alternative or the Preferred Alternative would be similar for all population groups in the Study Area regardless of demographic or socioeconomic characteristics. The Environmental Justice analysis has determined that there would not be disproportionate, adverse impacts on minority or low-income populations associated with the No-Build Alternative or the Preferred Alternative.

Economics

The No-Build Alternative would be inconsistent with the Long-Range Transportation Plan (LRTP) of the Metropolitan Area Planning Agency (MAPA) and Iowa's State Implementation Plan (STIP). In addition, the No-Build Alternative would not support goals as envisioned and set forth under the Iowa DOT Revitalizing Iowa's Sound Economy (RISE) program. The Preferred Alternative would be consistent with the LRTP and STIP and would support goals set forth in the Iowa DOT RISE program. The Preferred Alternative also would provide a roadway facility intended to accommodate increased traffic demand in the area, including the Council Bluffs Municipal Airport and future commercial and residential development.

Aesthetic and Visual Resources

With the No-Build Alternative, the visual resources in the Study Area would remain unchanged; no effects on visual resources would be anticipated. Construction of the Preferred Alternative would cause short-term effects on visual resources, but these would be minor and temporary. Views of construction equipment would change over time as construction activities are completed and construction moves on to another area of the project. The viewshed in the Study Area would not greatly change because a roadway currently exists through most of the proposed alignment.

Regulated Materials

There would be no impacts on potentially contaminated sites as a result of the No-Build Alternative. Under the Preferred Alternative, the project would not impact any of the six regulated material sites within or near the Study Area, and no mitigation is anticipated to be necessary.

Historic and Archaeological Resources

No direct impacts on archaeological or architectural resources eligible for listing on the National Register of Historic Places (NRHP) would occur under the No-Build Alternative.

Although the Preferred Alternative would potentially impact three archaeological sites and is in proximity to a fourth site, none of these sites were determined to be eligible for listing on the NRHP. The Preferred Alternative is approximately 50 feet away from a property originally identified as eligible for listing on the NRHP. However, the property has been heavily modified and is no longer

eligible for listing on the NRHP. The Iowa State Historic Preservation Office (SHPO) concurred on May 13, 2015, with Iowa DOT's "No Historic Properties Affected" determination for the project.

Noise

With the No-Build Alternative, the future noise conditions would likely remain consistent with the existing conditions, and are not projected to approach, meet, or exceed FHWA noise criteria for future no-build conditions. Under the Preferred Alternative, future noise levels would also not approach, meet, or exceed FHWA noise criteria. Additionally, the increase compared to existing conditions is less than the noise criterion representing a noise impact.

Air Quality

The Study Area is not located within a designated air quality non-attainment area for any of the air pollutants for which the U.S. Environmental Protection Agency (EPA) has established National Ambient Air Quality Standards (NAAQS). The No-Build Alternative would not result in any decrease in area-wide traffic volumes or regional air quality when compared to the Preferred Alternative. The Preferred Alternative would likely improve regional air quality when compared to existing conditions and the No-Build Alternative. The Preferred Alternative would likely reduce congestion and allow traffic to move more efficiently through the Study Area, thereby reducing vehicle idling and delay, and dispersing emissions instead of concentrating them at intersections.

Surface Waters and Water Quality

If the proposed project were not constructed, water resources would not incur impacts from the proposed roadway construction. However, degradation of surface water quality from runoff of agricultural and residential lands would likely continue under the No-Build Alternative. Stormwater runoff would occur along the new alignment section of the Preferred Alternative, both during construction (because of ground disturbance and erosion of exposed soils) and after construction (because of an increase in impervious area resulting from new pavement). Little Mosquito Creek, Little Pony Creek, and Pony Creek would have the potential to be impacted by increased stormwater runoff during construction. Minor channel shaping may occur upstream and downstream of the culverts to accommodate the proposed structure's configuration.

It is possible that groundwater wells are located within the proposed construction limits. A certified well contractor would cap and seal the wells in accordance with Iowa Department of Natural Resources (Iowa DNR) requirements.

The Preferred Alternative is not expected to generate long-term impacts on groundwater. Operational impacts of the project on surface water quality would result from stormwater runoff from roadway surfaces, bridge decks, median areas, and adjoining roadway ROW.

Floodplains, Streams, and Stream Crossings

The No-Build Alternative would not impact any floodplains, streams, and/or stream crossings. The Preferred Alternative would impact approximately 21.7 acres of floodplain, and impact Little Mosquito Creek, Little Pony Creek, and Pony Creek due to the reconstruction of several existing crossings and construction of a few new crossings. Depending on the findings of a hydraulic analysis, fill placed in the 100-year floodplain may require an equivalent volume of cut in terms of cubic yards within the Little Mosquito Creek, Little Pony Creek, and Pony Creek floodplains.

Wetlands

There would not be impacts on wetlands and other waters of the U.S. (WUS) under the No-Build Alternative because the proposed project would not be constructed. The Preferred Alternative would unavoidably impact approximately 0.83 acre of wetlands in the Study Area. The impacts occur as a result of grading, filling, and installing culverts along a drainageway for the new ROW.

Woodlands

The No-Build Alternative would not have an impact on woodlands. Approximately 5.71 acres of woodlands would be impacted by the construction of the Preferred Alternative.

Threatened and Endangered Species

Under the No-Action Alternative, no federally or state listed threatened or endangered species or species habitat would be affected if the project were not constructed. The Preferred Alternative was determined to have “No Effect” to all federally listed species for Pottawattamie County, and would not affect any state listed species; no habitat for any listed species would be affected. Woodlands in the Study Area may provide habitat for the northern long-eared bat, a species proposed for federal listing. A determination of “May Affect – Not Likely to Adversely Affect” was made for the northern long-eared bat for construction of the Preferred Alternative.

Farmland and Soils

The No-Action Alternative would not affect farmland and soils of state importance. There is presently no land zoned solely for farmland or agriculture uses in the Study Area. An analysis of current farmland and agricultural land determined that although approximately 53.7 acres of farmland would be converted to a transportation use under the Preferred Alternative, the conversion would not represent an impact on farmland according to criteria of the U.S. Department of Agriculture, Natural Resources Conservation Service. Soils affected in the area of the project are not expected to require specific mitigation measures.

Energy

Overall, the higher number of trips and VMT resulting from the Preferred Alternative may have a slightly larger impact on energy use when compared to the No-Build Alternative. On the other hand, an increase in vehicle trips and travel efficiency through the Study Area, as well as advanced vehicle technologies, would likely improve the average miles-per-gallon fuel economy for the overall vehicle fleet (including trucks), therefore leading to reduced energy consumption over time. Components of vehicular emissions would further contribute negligibly to greenhouse gases and potential climate change.

Utilities

The No-Build Alternative would not impact any utilities in the Study Area. Temporary impacts in service to utility customers could occur during the utility relocation process and construction of the Preferred Alternative. Coordination with both public and private utility companies would need to occur to establish a construction and utility relocation plan that would minimize disruption of service during construction of the proposed project.

Transportation

No freight rail or other freight transit facilities or operations are present in the Study Area. The No-Build Alternative would not impact the Council Bluffs Municipal Airport airspace within the Study

Area. Inefficient travel between IA 92 and US 6 would continue. The Preferred Alternative would improve connectivity between IA 92 and US 6 and access to and from the Council Bluffs Municipal Airport. The travel time from IA 92 to US 6 would be reduced, other roadway connections to Eastern Hills Drive would improve, and access to the airport would be quicker.

Summary of Impacts

Table ES.5 summarizes the environmental impacts of the Preferred Alternative.

Table ES.5
Summary of Impacts of the Preferred Alternative

Resource Category	Impacts of the Preferred Alternative
Land Use and Zoning	The project is consistent with future land use and zoning plans.
Communities and Neighborhoods	Approximately 5.10 acres of First Christian Church land would be impacted. No public lands or facilities would be impacted. Emergency response would be improved.
Parks and Recreation Facilities	The project would not impact parks but would have a temporary occupancy impact on 0.56 mile of trail.
Acquisitions and Relocations	Approximately 78 acres of ROW would be acquired. This would include partial ROW acquisition of land from many landowners, full ROW acquisition of 6 parcels with residential displacements, and three partial ROW acquisitions of business property (1.36 acres of Dappen Tree Farm, 0.02 acre of Dean Bennett Landscape Company, and 0.04 acre of Deaf Missions Inc.).
Environmental Justice	The project would not have any disproportionately high and adverse impacts.
Economics	Construction employment would temporarily increase. The tax base would temporarily be reduced through acquisition of ROW, but would be offset by future development.
Aesthetic and Visual Resources	The project would cause minimal changes to the existing viewshed.
Regulated Materials	There would be a low risk of impacts within the proposed construction limit.
Historic and Archaeological Resources	The project would result in a determination of No Historic Properties Affected.
Noise	FHWA NAC would not be exceeded, and no receptors would be impacted.
Air Quality	A temporary increase in construction emissions would occur, but no long-term air quality impacts are anticipated.
Surface Water and Water Quality	Impacts on surface water quality would be minimal through following requirements of stormwater permitting. Any impacted groundwater wells would be properly closed, with replacement arranged with the landowner as needed.
Floodplains, Streams, and Stream Crossings	The 100-year floodplain of Pony Creek (21.0 acres), Little Pony Creek (0.4 acre), and a tributary of Little Mosquito Creek (0.3 acre) would be impacted. No floodway impacts would occur. Four stream crossings with 2,920 linear feet of stream would be affected, including realignment of approximately 350 feet of Little Pony Creek.
Wetlands	Approximately 0.83 acre of wetlands would be affected.
Woodlands	Approximately 5.71 acres of woodlands would be affected.

Resource Category	Impacts of the Preferred Alternative
Threatened and Endangered Species	The project is not likely to adversely affect the northern long-eared bat. The project would have no effect on all other federally or state-listed threatened and endangered species potentially in or near the Study Area.
Farmland and Soils	Approximately 54 acres of farmland would be affected, but the project would have no significant impact on prime or unique farmland. Soils affected in the area of the project are not expected to require specific mitigation measures.
Energy	Energy expended to construct the Preferred Alternative would be partly offset by energy saved through reduced congestion and uniform speeds. Components of vehicular emissions would further contribute negligibly to greenhouse gases and potential climate change.
Utilities	Potential limited disruptions of utility service could occur.
Transportation	The project would improve connectivity between IA 92 and US 6, including access to the Council Bluffs Municipal Airport.

Cumulative Impacts

The No-Build Alternative would not result in cumulative impacts on the socioeconomic, natural, cultural, and physical environments. The Preferred Alternative would result in direct conversion of land use from non-transportation to transportation ROW. The improvement of north-south connectivity between IA 92 and US 6 and the overall improvement of the local transportation network through other local projects would support the planned growth in the local area. During construction of the Preferred Alternative and other roadway projects, there may be a slight increase in traffic through the Study Area, especially during temporary detours. The proposed transportation access improvements, providing improved access to US 6 and IA 92, would result in a beneficial cumulative impact on transportation access, particularly an improvement to overall travel, goods movement, bicycle and pedestrian access, and emergency response.

Construction of the Preferred Alternative would have an indirect impact on the future water quality of Mosquito Creek, an impaired waterway, as well as other streams that flow through the Study Area. Water in the Study Area is conveyed from drainageways that flow to Mosquito Creek. Future development of areas adjacent to Mosquito Creek would continue to affect water quality in the area by increasing erosion and, subsequently, sediment loading of the creek and drainage channels discharging into the creek. Water quality also would be affected by runoff from parking lots and other pavements. Although the Preferred Alternative would contribute to water quality impacts, those impacts are not expected to be substantial.

Proposed Mitigation

The goal of mitigation strategies are to preserve, to the greatest extent possible, existing neighborhoods, community facilities, and resources, while improving transportation. Although some adverse impacts are unavoidable, through route location, design, environmental, and construction processes, precautions are taken to protect as many social and environmental systems as possible.

The design process is ongoing and resulted in changes in impacts reported in the DEIS compared to those provided in the FEIS; mitigation strategies are proposed as a means to avoid or reduce adverse impacts on identified resources. Further agency and community coordination will continue through the design stage and design plans would be reviewed by the city of Council Bluffs staff prior to

contract letting in order to incorporate any additional social, economic, or environmental protection items. More mitigation strategies may be developed if additional impacts are identified and specific mitigation would be included on the design plans and permit applications.

For the Preferred Alternative, mitigation is required for acquisition and relocations governed by the Uniform Act, and FHWA policy would be followed when working with displaced individuals. If any contamination above regulatory limits would be encountered during construction, notification of the proper agencies as well as proper handling and disposal of any contaminated soil (including decontamination of equipment) would be warranted. Construction noise and air emission impacts will be mitigated through contractual specifications requiring the construction contractor to implement best management practices for upkeep and operation of construction equipment. Dust suppression impacts will be implemented to minimize particulate matter dispersion. Surface water quality will be protected by acquiring a National Pollutant Discharge Elimination System (NPDES) permit and developing a Stormwater Pollution Prevention Plan (SWPPP) to guide construction activities.

Mitigation will be required for the impacts on wetlands and other WUS (such as streams), floodplains, and woodlands. Impacts on wetlands and streams will require a Section 404 permit from the U.S. Army Corps of Engineers (USACE) and 401 Water Quality Certification from the Iowa DNR. Wetland mitigation may be in the form of a wetland mitigation site or purchase of credits from a wetland bank. The final wetland replacement ratio required would be based on the quality of wetlands involved following a wetland delineation of the Study Area, as required by USACE. Floodplain development permits would be required to address floodplain impacts. Depending on the findings of a hydraulic analysis, fill placed in the 100-year floodplain may require an equivalent volume of cut in terms of cubic yards within the Little Mosquito Creek, Little Pony Creek, and Pony Creek floodplains. Mitigation for the woodlands that would be permanently impacted may include the acquisition of existing woodlands that would be placed under a protective easement, or planting and developing a forested area on land near the Study Area.

Mitigation for potential effects on the northern long-eared bat would restrict the clearing of potential habitat areas outside the summer habitat timeframes, with tree clearing to occur between October 1 and March 31. To the extent practicable, vegetation clearing and bridge demolition activities will be scheduled outside of the primary nesting season dates¹ to avoid or minimize adverse impacts on nesting migratory birds.

Coordination with utility providers would begin early and continue throughout the design process and construction of the proposed project; this is to ensure ample time to develop utility relocation plans as needed.

Comments and Coordination

Resource agency coordination and public involvement activities were conducted during the NEPA scoping process and preparation of the DEIS and FEIS. At the beginning of the study, two groups (the Resource Agency Group and the Project Management Team (PMT)) were established to provide a forum for discussing the project and soliciting comments from various agencies and elected officials.

¹ Primary nesting seasons are April 1 to September 1 for most migratory species; April 1 to September 30 for swallows, marsh wrens, and American goldfinch; and February 1 to September 30 for eagles, owls, and other raptors.

The Resource Agency Group consisted of federal, state, regional, local, and regulatory agencies involved in the NEPA process. At the onset of the project, this group received an Early Agency Coordination packet to familiarize them with the Study Area and project background.

The PMT consists of representatives from local government, regional planning, and transportation agencies. The PMT was assembled to guide development of a consensus-based solution for the Eastern Hills Drive and Connecting Roadways project and to provide a mechanism for key stakeholders to provide input on project actions and decisions. The group met 25 times from 2008 through 2014 to discuss project progress and to provide input at key project decision points.

Another source of project input was through Iowa DOT's NEPA/404 concurrence process that is intended to streamline project decision making on federally funded highway projects that require an Individual Section 404 Permit. The agencies that participated in the concurrence point process for the project are USACE-Rock Island District, the Environmental Protection Agency, Iowa DNR, the U.S. Fish and Wildlife Service (USFWS), MAPA, and Pottawattamie County.

Opportunities for general public involvement included an informational project website, six newsletters, and four public information meetings. Another public information meeting is planned to allow the public and agencies to review the FEIS and the preferred alternative. Handouts that presented general information about the project and the proposed alternatives for improving Eastern Hills Drive and connecting roadways were made available to the public in the newsletters and at the public information meetings.

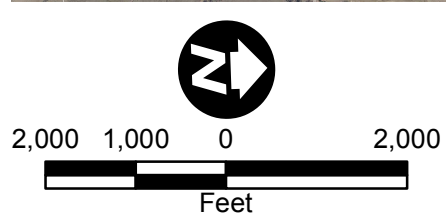
A summary of the oral and written comments received through the public meetings include:

- Several people commented that they understood the purpose of the project and recognized the need for the improvements.
- People were concerned about losing their home or being forced to move.
- Some were concerned about the increase in traffic this project would cause and the level of noise that would result from the traffic.
- Many people commented that they would like to see a sidewalk or bike path along the road that would provide a safe place for pedestrians to travel.
- A few people commented that they were concerned about the economic and environmental impact of losing the Christmas Tree Farm.
- Members of First Christian Church commented that they were concerned about how the project may affect their church currently or limit their expansion options in the future.

The signed DEIS was provided to the federal, state, regional, and local agencies and interested parties. Two agencies—USACE and EPA—responded with comments. USACE comments focused on the need for a Section 404 permit. EPA commented on the various chapters and sections of the DEIS, requesting clarification on the purpose and need, a clearer discussion of alternatives and the identification of a preferred alternative, consideration of the negative effects of the project as well as the positive ones, more information on mitigation measures, and inclusion of public comments in an appendix.

The FEIS was prepared in consideration of public and agency input. Responses to agency comments on the DEIS are included in Chapter 4.0.

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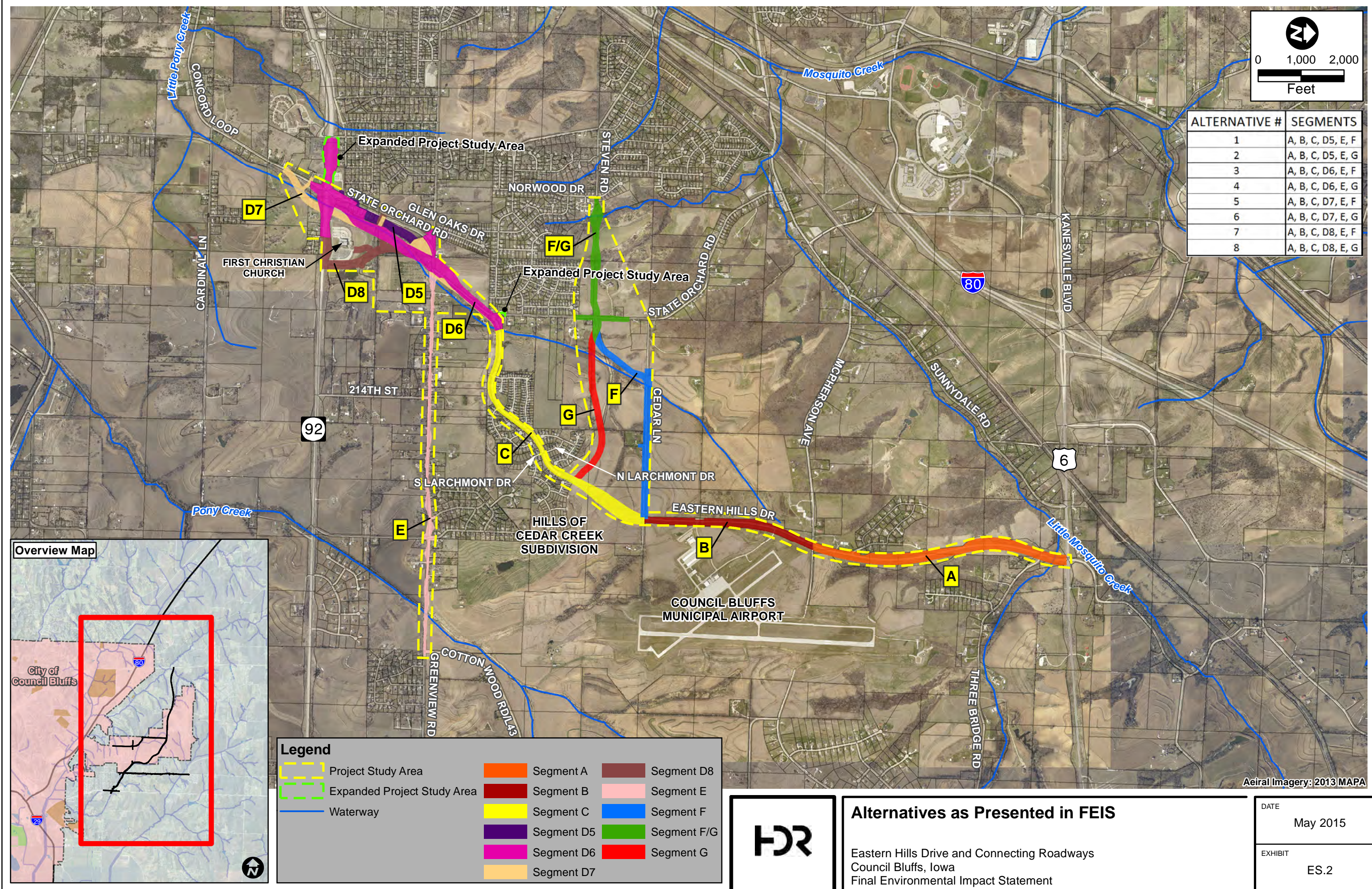
- Project Study Area
- Expanded Project Study Area
- Parcels
- Council Bluffs City Boundary

Study Area

Eastern Hills Drive and Connecting Roadways
Council Bluffs, Iowa
Final Environmental Impact Statement

DATE	May 2015
EXHIBIT	ES.1

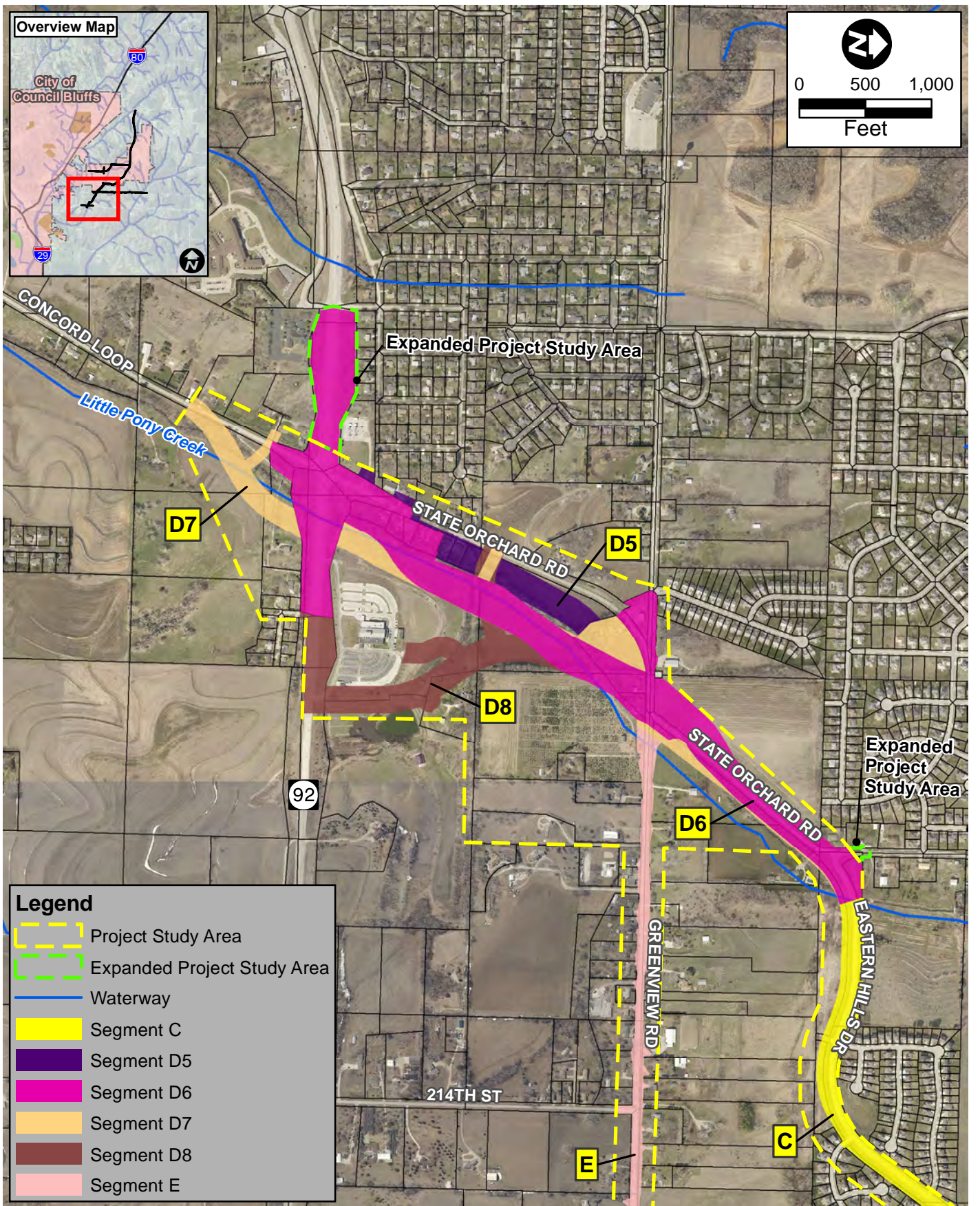
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Alternatives as Presented in FEIS

Eastern Hills Drive and Connecting Roadways
Council Bluffs, Iowa
Final Environmental Impact Statement

DATE	May 2015
EXHIBIT	ES.2



Segments D5, D6, D7 & D8

Eastern Hills Drive and Connecting Roadways
Council Bluffs, Iowa
Final Environmental Impact Statement

DATE

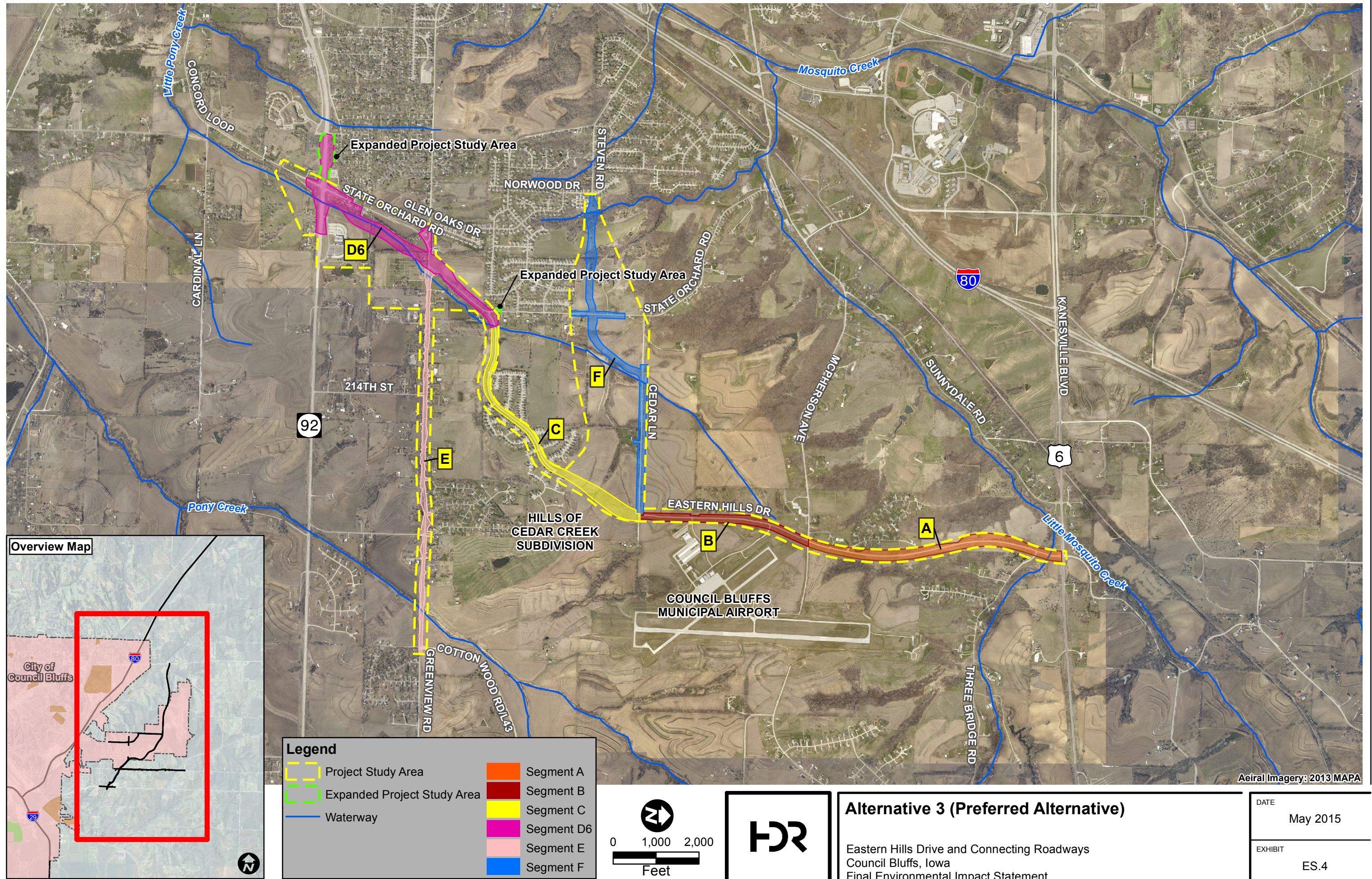
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EXHIBIT

ES.3

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Acronyms

ACS	American Community Survey
ADA	American with Disabilities Act
AIRS	Aerometric Information Retrieval System
APE	Area of Potential Effect
ASTM	American Society for Testing and Materials
BMP	best management practice
BOD	Biological Oxygen Demand
CAA	Clean Air Act
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	Code of Federal Regulations
CO	carbon monoxide
CY	cubic yard
dB	decibels
dBA	A-weighted decibel
DEIS	Draft Environmental Impact Statement
EDR	Environmental Data Resources Inc.
EIS	Environmental Impact Statement
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act
FAA	Federal Aviation Administration
FAC	Facultative
FACW	Facultative Wetland
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
GIS	geographic information system
HUC	Hydrologic Unit Code
I-29	Interstate 29
I-80	Interstate 80
IA 92	Iowa Highway 92
I.M.	Instructional Memorandum
Iowa DNR	Iowa Department of Natural Resources
Iowa DOT	Iowa Department of Transportation
Leq	equivalent steady-state sound level

Acronyms

L RTP	Long Range Transportation Plan
LUST	leaking underground storage tank
LWCF	Land and Water Conservation Fund
MAPA	Metro Area Planning Agency
MOA	Memorandum of Agreement
MS4	Municipal Separate Storm Sewer System
MSATs	Mobile Source Air Toxics
MSL	mean sea level
NAAQS	National Ambient Air Quality Standards
NAC	noise abatement criteria
NEPA	National Environmental Policy Act
NO ₂	nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
O ₃	ozone
OBL	Obligate Wetland
OSHA	Occupational Safety and Health Administration
Pb	lead
PCS	Permit Compliance System
PM	Particulate Matter
PMT	Project Management Team
RCRA	Resource Conservation and Recovery Act
RCRIS	Resource Conservation and Recovery Information System
REC	Recognized Environmental Condition
RISE	Revitalize Iowa's Sound Economy
ROW	right-of-way
RTE	rare, threatened, and endangered
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SO ₂	sulfur dioxide
STIP	State Transportation Improvement Program
SWPPP	stormwater pollution prevention plan
TAZ	traffic analysis zone
TNM	Traffic Noise Model

Acronyms

TRI	Toxic Release Inventory
US 6	U.S. Highway 6
USACE	U.S. Army Corps of Engineers
U.S.C.	United States Code
USDA	U.S. Department of Agriculture
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	underground storage tank
VMT	vehicle miles traveled
VPD	vehicles per day
WUS	waters of the U.S.

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CHAPTER 1
PURPOSE OF AND NEED FOR ACTION

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1.0 PURPOSE OF AND NEED FOR ACTION

The city of Council Bluffs and Pottawattamie County, in coordination with the Iowa Department of Transportation (Iowa DOT) and the Federal Highway Administration (FHWA), propose to extend an existing roadway, Eastern Hills Drive, to traverse the southeast quadrant of Council Bluffs. The extension of this roadway would provide north-south connectivity between U.S. Highway 6 (US 6) and Iowa Highway 92 (IA 92). Extending Eastern Hills Drive would also provide improved connections to State Orchard Road, Cedar Lane, Greenview Road, Steven Road, and Cottonwood Road (L-43). This proposed project is referred to as the Eastern Hills Drive and Connecting Roadways project.

The Draft Environmental Impact Statement (DEIS) for the Eastern Hills Drive and Connecting Roadways project was published in February 2012. During preparation of this Final Environmental Impact Statement (FEIS), Chapter 1.0 was updated to include the Chicago to Council Bluffs-Omaha Regional Passenger Rail System as a regional project that was recently identified for the Council Bluffs area. In addition, subsequent to the issuance of the DEIS, the Study Area was expanded west of State Orchard Road on IA 92 to account for turning lanes, and north of the State Orchard Road intersection with Eastern Hills Drive to account for a better transition and connection to a driveway. **Exhibit 1.1** has been modified to show the expanded Study Area. Chapters 2.0 and 3.0 further address the expanded Study Area.

1.1 Project Overview

1.1.1 Background

In the past decade, Council Bluffs and Pottawattamie County have experienced increases in residential growth. From 1995 through 2004, a total of 3,300 new residential housing units have been constructed in Council Bluffs. Based on the increasing construction of new residential units, approximately 80 acres per year would be needed to sustain current growth trends within the community. Although some infill opportunities exist within the community and areas are available in the northeast and southwest portions of the community, a majority of land area needed could be supplied only by expanding eastward. Pottawattamie County has also experienced similar growth trends in residential construction that have been focused in the western portions of the county (that is, in the vicinity of Council Bluffs).

To appropriately guide and serve this growth, Council Bluffs and Pottawattamie County have undertaken joint planning efforts of the unincorporated areas (a 2-mile zone) outside of Council Bluffs. The result of this joint planning effort was the development of the Two-Mile Limit Study (Snyder & Associates 2002), which has been adopted by both the Council Bluffs City Council and the Pottawattamie County Board of Supervisors. The concept of an east beltway road was generated from this planning process. Council Bluffs and Pottawattamie County have entered into a 28E Agreement that outlines development controls and review authority within this area.

The Two-Mile Limit Study identified where development of urban land uses would most likely occur. It was determined that given the physical constraints within Council Bluffs, both natural and manmade, urban growth would extend east of the city. The future growth included land adjacent to the Council Bluffs Municipal Airport. The study noted that utility infrastructure, such as water and sanitary systems, existed or was economically feasible to be constructed. The study concluded that there was a need for an improved transportation network on the east side of

Council Bluffs, including the need for a north-south roadway connecting US 6 and IA 92 in the vicinity of what is now identified as Eastern Hills Drive (Snyder & Associates 2002).

In addition to joint planning efforts, Council Bluffs and Pottawattamie County have been working cooperatively in the development of the proposed Eastern Hills Drive and connectors immediately east of Council Bluffs. The extension and completion of Eastern Hills Drive would provide local transportation system continuity and improve emergency access between US 6 and IA 92, support planned land development in Council Bluffs and Pottawattamie County and increase the capacity of existing roads to accommodate future traffic demands.

1.1.2 Description of the Proposed Action

The city of Council Bluffs proposes the extension and completion of the existing Eastern Hills Drive as an arterial roadway construction project. The project would include construction of a multi-lane, north-south, minor arterial roadway between US 6 and IA 92. See **Exhibit 1.1, Study Area**. US 6 borders the Study Area to the north. The Council Bluffs Municipal Airport, agricultural land, and residential developments border the Study Area to the east. IA 92 borders the Study Area to the south. Agricultural land and residential developments border the Study Area to the west. Additional major transportation facilities in the vicinity include Interstates 29 (I-29) and 80 (I-80).

1.1.3 Existing and Committed Projects

A number of projects have been proposed, studied, or recently completed in the Council Bluffs area that could potentially have impacts on the Eastern Hills Drive and Connecting Roadways project. These projects could potentially impact travel levels and demand on Eastern Hills Drive and must be considered when studying Eastern Hills Drive. These projects include:

- Council Bluffs Municipal Airport improvements
- I-29 and I-80 improvements
- Chicago to Council Bluffs-Omaha Regional Passenger Rail System
- Residential developments

Improvements at the Council Bluffs Municipal Airport include recent construction of hangars and aeronautical infrastructure required for an enhanced airport. Future hangars could potentially be constructed as needed in the near term, but large-scale improvements such as additional runways, runway extensions, taxiways, a control tower, or additional or upgraded lighting are not anticipated (Council Bluffs Municipal Airport 2015).

The interstate improvements are ongoing and would continue for approximately 10 years. The Chicago to Council Bluffs-Omaha Regional Passenger Rail System is in preliminary planning stages. The project requires additional funding for design and construction, and would not likely be constructed in this area for approximately 15 years (FRA 2013).

Residential development is ongoing within and adjacent to the Study Area, and is projected to continue, regardless of whether the proposed action is implemented. Expansion of existing neighborhoods is occurring, and the area also hosts rural residences.

1.2 Proposed Action

The proposed action is to seek the most effective improvement alternative for Eastern Hills Drive that satisfies the regional transportation needs of the metropolitan area as well as the local needs within the Study Area. The most effective improvement alternative would also minimize the overall impact on the human environment.

1.3 Purpose of and Need for the Proposed Action

The purpose of the project is to improve the transportation network in the eastern Council Bluffs area by completing Eastern Hills Drive between US 6 and IA 92, while providing improved connections to developments along Greenview Road, Steven Road, and Cottonwood Road. The project is needed to do the following:

- Provide local transportation system continuity
- Support planned land development in Council Bluffs and Pottawattamie County
- Increase the capacity of existing roads to accommodate future traffic demands
- Improve emergency access

1.3.1 Provide Local Transportation System Continuity

Very few local north-south roads in this area are continuous. This lack of continuity reduces travel path options for distributing local traffic onto the regional roadways of US 6 and IA 92. The Two-Mile Limit Study concluded that there was a need for an improved transportation network on the east side of Council Bluffs, including the need for a north-south roadway connecting US 6 and IA 92 in the vicinity of what is now identified as Eastern Hills Drive (Snyder & Associates 2002). The connecting roadway is needed for regional access and to support traffic demand.

1.3.2 Support Planned Land Development in Council Bluffs and Pottawattamie County

The direction of land development has been primarily to the east of the city's current municipal boundaries. Limited growth opportunities exist in the northeast and southwest portions of Council Bluffs; therefore, Council Bluffs and Pottawattamie County anticipate that growth would continue to the east. The Little Pony Creek Watershed¹ was identified in the 2002 Two-Mile Limit Study as having the most potential for development, with 776 existing dwelling units and a carrying capacity of 7,025 dwelling units (Snyder & Associates 2002). However, the area lacks sufficient transportation infrastructure needed to support the planned development that would use existing municipal utilities.

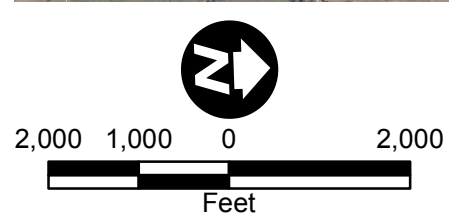
1.3.3 Increase the Capacity of Existing Roads to Accommodate Future Traffic Demands

The Metropolitan Area Planning Agency's (MAPA's) travel demand model, which uses traffic analysis zones (TAZs) as the base geographic unit, has indicated that infill development will be brought on by various infrastructure improvements in the area between US 6 and IA 92. Such development could increase the population to an estimated 5,154 by 2035. With this anticipated increase in population, substantial traffic volume increases would also be anticipated along existing roads in the Study Area.

¹ A watershed is a geographic area of land and water with a drainage divide as a boundary where water flows in two different directions. A watershed is also referred to as a drainage basin.

1.3.4 Improve Emergency Access

Lewis Township Fire Department (located at 19970 Cypress Avenue near the intersection of State Orchard Road and IA 92) and city of Council Bluffs Fire Station 4 (located at 2111 Greenview Road near Valley View Drive) service the area between US 6 and IA 92 in the vicinity of the project. The city of Council Bluffs Fire Department responds to emergencies within city limits, and the Lewis Township Fire Department responds to emergencies outside of city limits. If there is an emergency in the northern portion of the Lewis Township Fire District, emergency vehicles must currently use an indirect route to reach the scene. Additionally, there is currently only one emergency access point to the Hills of Cedar Creek neighborhood from State Orchard Road to the south. In the event that access to that road is blocked by accident, flooding, or other event, emergency services could not enter the neighborhood.



Legend

- Project Study Area
- Expanded Project Study Area
- Parcels
- Council Bluffs City Boundary

Study Area

Eastern Hills Drive and Connecting Roadways
Council Bluffs, Iowa
Final Environmental Impact Statement

DATE
May 2015

EXHIBIT
1.1

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CHAPTER 2
ALTERNATIVES CONSIDERED

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2.0 ALTERNATIVES CONSIDERED

Chapter 2.0 describes the alternatives considered to meet the purpose and need for the project. Specifically, Section 2.1 discusses the process used to develop a range of reasonable alternatives and describes the initial range of alternatives as presented in the DEIS. In addition, Sections 2.2 and 2.3 describe the screening process and criteria used to evaluate the alternatives, respectively. Section 2.4 presents the results of the initial screening, and Section 2.5 presents the results of the secondary screening. Finally, Section 2.6 identifies alternatives carried forward for further analysis in the DEIS.

Following distribution of the signed DEIS, the alternatives were refined. During preparation of this FEIS, Sections 2.1 through 2.6 were revised to better explain the alternatives development and screening processes reported in the DEIS. In addition, a new Section 2.7 was added to discuss the refinement of the alternatives. Specifically, Section 2.7.1 accounts for modifications to the proposed improvements for the project. Section 2.7.2 discusses an expanded Study Area, which was needed to accommodate improvements on IA 92 west of State Orchard Road, and on State Orchard Road north of its intersection with Eastern Hills Drive. Chapter 2.0 exhibits have been updated to show this expanded Study Area. Section 2.7.3 describes a change in nomenclature of the segments and alternatives considered. The alignments for the range of alternatives considered for the FEIS, as well as the estimated impacts for those alternatives, are shown in Appendix A. Section 2.8 has been added to identify a Preferred Alternative and includes the rationale for selecting the Preferred Alternative. In addition, rationale has been included to document why other build alternatives were not carried forward for detailed evaluation in Chapter 3.0. Finally, Section 2.9 provides cost estimates for construction of the Preferred Alternative.

2.1 Alternatives Development

The Project Management Team (PMT) developed a broad range of alternatives to address traffic, design, safety, and infrastructure needs within the project area; to meet established planning and design criteria and standards; and to avoid or minimize impacts on environmental resources. Through this effort, two types of transportation improvement alternatives were considered: the No-Build Alternative and Build Alternatives.

The No-Build Alternative is intended to provide a baseline to which all other alternatives are compared. In the context of this project, “no-build” refers to the transportation infrastructure and services assumed to be in place in the year 2035 without any improvements proposed under the Eastern Hills Drive and Connecting Roadways project. The No-Build Alternative assumes that all existing and committed projects in the vicinity of the Eastern Hills Drive and Connecting Roadways project are constructed and in place by the year 2035.

Given that the project purpose is to improve the transportation network in the eastern Council Bluffs area by extending and completing Eastern Hills Drive between US 6 and IA 92 while providing improved connections on connecting roadways, north-south alignments to the west or east of Eastern Hills Drive were not considered. Alignments south of the airport were not considered because traffic modeling has shown that the further east an alignment would occur from the Eastern Hills Drive area, the traffic demand lessens. Additionally, they would be off alignment of Eastern Hills Drive through the Hills of Cedar Creek development, and would not meet the project purpose of completing Eastern Hills Drive. Finally, a project without using

existing Eastern Hills Drive connections would require substantially more right-of-way (ROW) and would result in more land disturbance and potential impacts.

As for build alternatives, the city of Council Bluffs proposes the extension and completion of Eastern Hills Drive as an arterial roadway construction project. The project would include construction of a multi-lane, north-south, minor arterial roadway between US 6 and IA 92, using the existing Eastern Hills Drive alignment in the Hills of Cedar Creek subdivision and north of Cedar Lane. In addition to the north-south improvements, two east-west improvements are also proposed in the Study Area: between Steven Road and Eastern Hills Drive, and at Greenview Road between Glen Oaks Drive and Cottonwood Road (L-43). The connection of Eastern Hills Drive from US 6 to IA 92 is proposed with an adjacent 10-foot-wide trail complying with Americans with Disabilities Act (ADA) requirements. Build alternatives were developed as described in Section 2.1.1, below.

2.1.1 Process Used to Develop Build Alternatives

To identify build alternatives, the PMT divided the Study Area into the following four logical segments:

- Segment A – US 6 to McPherson Avenue
- Segment B – McPherson Avenue to Cedar Lane
- Segment C – Cedar Lane to State Orchard Road, including Steven Road
- Segment D – State Orchard Road to IA 92, including 214th Street

Within each segment, one or more preliminary alternatives were developed based on the project purpose and need. In addition, alternatives were developed for Greenview Road.

Early identification of environmental and community constraints was used to develop alternatives that would avoid or minimize impacts. The alternatives were further developed and refined during the alternatives screening process.

2.1.2 Initial Range of Alternatives

The initial range of alternatives considered for the project included the following, which are shown in **Exhibit 2.1, Alternatives as Presented in DEIS**:

- No-Build Alternative: The No-Build Alternative allows for maintenance of the existing transportation system, but does not include the construction of the Eastern Hills Drive and Connecting Roadways project. The No-Build Alternative assumes that all existing and committed projects in the vicinity of the Eastern Hills Drive and Connecting Roadways project are constructed and in place by the year 2035.

Segment A

- Build Alternative 1: Widen Eastern Hills Drive from its current two-lane, 28-foot-wide configuration to four lanes and an adjacent trail within a 100-foot-wide (ROW) from US 6 to McPherson Avenue. The overall length of Build Alternative 1 is approximately 6,200 feet.

Segment B

- Build Alternative 2: Widen Eastern Hills Drive from its current two-lane, 28-foot-wide configuration to four lanes and an adjacent trail within a 100-foot-wide ROW from

McPherson Avenue to Cedar Lane. The overall length of Build Alternative 2 is approximately 4,000 feet.

Segment C

- Build Alternative 3: Improve Cedar Lane and develop a new alignment of Steven Road from the west terminus of the existing Cedar Lane roadway west to State Orchard Road with two lanes and an adjacent trail within a 66-foot-wide ROW between Steven Road and Eastern Hills Drive. The overall length of the Cedar Lane/Steven Road portion of Build Alternative 3 is approximately 7,700 feet.

Develop a new alignment of Eastern Hills Drive from Cedar Lane south to existing Eastern Hills Drive, and improve existing Eastern Hills Drive southwest to State Orchard Road. The new alignment and improvements of Eastern Hills Drive would include four lanes and an adjacent trail. The overall length of the Eastern Hills Drive portion of Build Alternative 3 is approximately 6,600 feet.

- Build Alternative 4: Develop a new alignment with two lanes and an adjacent trail within a 66-foot-wide ROW between existing Steven Road and Eastern Hills Drive without using existing Cedar Lane. The overall length of the Steven Road portion of Build Alternative 4 is approximately 6,900 feet.

Develop a new alignment of Eastern Hills Drive from Cedar Lane south to existing Eastern Hills Drive, and improve existing Eastern Hills Drive southwest to State Orchard Road. The new alignment and improvements of Eastern Hills Drive would include four lanes and an adjacent trail. The overall length of the Eastern Hills Drive portion of Build Alternative 4 is approximately 6,600 feet.

Segment D

- Build Alternative 5: Widen existing State Orchard Road between Eastern Hills Drive and Concord Loop. The initial configuration would consist of a three-lane road and an adjacent trail, with an ultimate configuration of five lanes and an adjacent trail within the 100-foot-wide ROW. The overall length of Build Alternative 5 is approximately 5,600 feet.
- Build Alternative 6: Develop a new alignment between State Orchard Road and Concord Loop. The initial configuration would consist of a three-lane road and an adjacent trail, with an ultimate configuration of five lanes and an adjacent trail within the 100-foot-wide ROW. The south terminus is located approximately 700 feet east of the south terminus of Build Alternative 5. The overall length of Build Alternative 6 is approximately 6,100 feet.
- Build Alternative 7: Develop a new alignment between State Orchard Road and IA 92. The initial configuration would consist of a three-lane road and an adjacent trail, with an ultimate configuration of five lanes and an adjacent trail within the 100-foot-wide ROW. The south terminus is located approximately 800 feet east of the south terminus of Build Alternative 6. The overall length of Build Alternative 7 is approximately 4,200 feet.
- Build Alternative 8: Develop a new alignment between State Orchard Road and IA 92. The initial configuration would consist of a three-lane road and an adjacent trail, with an ultimate configuration of five lanes and an adjacent trail within the 100-foot-wide ROW.

The south terminus is located approximately 1,100 feet east of the south terminus of Build Alternative 7. The overall length of Build Alternative 8 is approximately 4,100 feet.

- Build Alternative 9: Develop a new alignment between Eastern Hills Drive and IA 92 from the Hills of Cedar Creek subdivision to existing 214th Street. This build alternative includes widening existing 214th Street with a wider two-lane roadway and an adjacent trail. The overall length of Build Alternative 9 is approximately 2,500 feet.

Greenview Road

- Build Alternative 10: Widen existing Greenview Road from Glen Oaks Drive to Cottonwood Road (L-43) to a 66-foot-wide ROW with two lanes and an adjacent trail. The overall length of Build Alternative 10 is approximately 10,400 feet.

2.2 Alternatives Screening

A multi-stage screening process was used to evaluate alternatives for the project. This process consisted of the following steps:

- Develop screening criteria
- Conduct initial screening of alternatives
- Conduct secondary screening of alternatives
- Identify alternatives carried forward in the DEIS

The PMT coordinated with stakeholders and the public throughout the alternatives screening process, as described below. Public input was obtained during public information meetings and through written comments. See Section 4.1.2 for a discussion of the PMT and Section 4.2 for further description of the public involvement process used for input on the project.

2.3 Screening Criteria

The screening process included an initial screening to identify whether preliminary alternatives would meet the purpose and need for the project, and a secondary screening to evaluate the preliminary alternatives relative to potential environmental impacts. Screening criteria were developed based on the project purpose and need, engineering issues, and environmental concerns. The screening criteria were used to evaluate the preliminary alternatives as described in Sections 2.3.1 and 2.3.2.

The tools used during the initial and secondary screenings were aerial photography, a geographic information system (GIS), MicroStation, preliminary engineering criteria, and collected field data. These tools were used to compare the preliminary alternatives against land use and environmental constraints during both the initial and secondary screenings. The alternatives screening process was documented in the Alternatives Screening Technical Memorandum (Snyder & Associates, Inc., HGM Associates, Inc., and Schemmer Associates, Inc. 2010).

2.3.1 Initial Screening

During the initial screening, the No-Build Alternative and Build Alternatives 1 through 10 were analyzed to determine whether they would meet the purpose and need for the project. Build alternatives must satisfy the project purpose and need because the needs are the reasons for

which the project should be completed. As discussed in Section 1.3, the needs for the project are as follows:

- Provide local transportation system continuity
- Support planned land development in Council Bluffs and Pottawattamie County
- Increase the capacity of existing roads to accommodate future traffic demands
- Improve emergency access

If an alternative cannot satisfy these needs, it does not fulfill the project's goals and should not be considered further.

Results of the initial screening are presented in Section 2.4.

2.3.2 Secondary Screening

During the secondary screening, the alternatives carried forward for further analysis following the initial screening were evaluated for potential environmental impacts on several key sensitive environmental resources. The environmental resource categories of wetlands/streams; cultural resources; hazardous materials; relocations; floodplains; rare, threatened, and endangered (RTE) species; and the Loess Hills were selected because they represent key environmental constraints that may be present in the Study Area.

Results of the secondary screening are presented in Section 2.5.

2.4 Initial Screening – Purpose and Need

The No-Build Alternative and Build Alternatives 1 through 10 for the Eastern Hills Drive and Connecting Roadways project were analyzed by considering the project purpose and need, and potential project constraints identified through the project scoping process, initial analysis, and public comments. Each alternative was evaluated to determine whether it fulfilled each need for the project.

2.4.1 Provide Local Transportation System Continuity

The No-Build Alternative is the only alternative that would not provide local transportation system continuity. Each of the build alternatives would satisfy the need to provide local transportation system continuity, although some would generate higher traffic volumes than others. Maximum year 2035 traffic volumes are highest for Build Alternatives 5 through 8, which are the four alternatives closest to State Orchard Road. See **Table 2.1, Year 2035 Traffic Volumes**. Reviewing the estimated volumes, Build Alternative 9 is too far away from State Orchard Road to generate the same amount of traffic flow as Build Alternatives 5 through 8.

2.4.2 Support Planned Land Development in Council Bluffs and Pottawattamie County

A portion of Eastern Hills Drive south of Cedar Lane is needed to connect the Hills of Cedar Creek housing development to the existing portions of Eastern Hills Drive north of Cedar Lane. Municipal utilities (that is, sanitary sewer force main/pump station, water transmission main, and elevated water storage) already exist within the Little Pony Creek Watershed, so a complete transportation network is needed to meet future growth requirements within the city of Council Bluffs' utility-served area.

Given the physical constraints west of Council Bluffs (that is, the Missouri River), urban growth will extend primarily east from the present corporate boundary. The city of Council Bluffs has

provided the supporting infrastructure and services (that is, water and sanitation) to facilitate and accommodate probable development in the Little Pony Creek Watershed, which coincides with the Study Area for the Eastern Hills Drive and Connecting Roadways project.

According to the 2002 Two-Mile Limit Study, the Little Pony Creek Watershed carrying capacity is 7,025 dwelling units. As of 2002, there were 776 existing dwelling units, leaving development potential for 6,249 new dwelling units. If development were to continue in Council Bluffs at 1991 to 2000 levels of 136 dwelling units per year, a 50-year planning period could be accommodated exclusively within the Little Pony Creek Watershed. At 1996 to 2000 Council Bluffs growth levels, Little Pony Creek Watershed would reach full build-out in 26 years if all of the City's growth occurred in the Little Pony Creek Watershed. These figures reflect an average of 60 dwelling units demolished or converted to other uses annually (Snyder & Associates 2002).

The No-Build Alternative would not support planned land development in Council Bluffs and Pottawattamie County. The No-Build Alternative would not serve the Hills of Cedar Creek subdivision.

Build Alternatives 1 through 10 support planned land development within the Little Pony Creek Watershed for Council Bluffs and Pottawattamie County.

2.4.3 Increase the Capacity of Existing Roads to Accommodate Future Traffic Demands

MAPA's travel demand model, which uses TAZs as the base geographic unit, indicated that infill development brought on by various infrastructure improvements in the area between US 6 and IA 92 could increase the population to 5,154 by 2035. With this increase in population, significant traffic volume increases would be anticipated along existing roads in the Study Area.

Maximum year 2035 traffic volumes for each alternative are compared with the No-Build Alternative in Table 2.1, below. Maximum traffic volumes for Build Alternatives 5 through 8 are higher than for other build alternatives because Build Alternatives 5 through 8 are closer to State Orchard Road. As the distance of the build alternatives from State Orchard Road increases, maximum traffic volumes decrease. Projected traffic volumes are taken from the 2009 Schemmer Associates, Inc. (Schemmer) traffic study for the Eastern Hills Drive and Connecting Roadways Environmental Impact Statement (EIS) (Schemmer 2009).

Table 2.1
Year 2035 Traffic Volumes

Build Alternative No.	2004 Average Daily Traffic Vehicles per Day (VPD)	Maximum Year 2035 VPD: No-Build Alternative	Maximum Year 2035 VPD: Build Alternative
1	3,100	7,700	8,300
2	1,100	7,700	8,300
3	N/A	N/A	1,900
4	N/A	N/A	1,900
5	2,000	10,100	13,400
6	N/A	10,100	13,400
7	N/A	10,100	13,400
8	N/A	10,100	13,400
9	N/A	4,100	6,900
10	3,000	6,400	7,600

Source: Schemmer 2009.

The No-Build Alternative would not include construction to widen existing roadways or to create new roadways as proposed in the Eastern Hills Drive and Connecting Roadways project. Therefore, the No-Build Alternative would not increase the capacity of existing roads to accommodate future traffic demands.

Build Alternatives 1 through 8 and Build Alternative 10 would accommodate future traffic demands. Among the alternatives closest to State Orchard Road, the maximum year 2035 traffic volumes are highest in Alternatives 5 through 8. Build Alternative 9 would not accommodate future north-south traffic demand compared to Alternatives 5 through 8 because it is too far away from State Orchard Road to generate the same amount of traffic flow compared to the other alternatives. See Table 2.1 Year 2035 Traffic Volumes. Therefore, Build Alternative 9 would not increase the capacity of existing roads to accommodate future traffic demands, and therefore would not meet the project's need.

2.4.4 Improve Emergency Access

Lewis Township Fire Department (located at 19970 Cypress Avenue near the intersection of State Orchard Road and IA 92) and city of Council Bluffs Fire Station 4 (located at 2111 Greenview Road near Valley View Drive) service the area between US 6 and IA 92 in the vicinity of the project. The city of Council Bluffs Fire Department responds to emergencies within city limits, and the Lewis Township Fire Department responds to emergencies outside of city limits. If there is an emergency in the northern portion of the Lewis Township Fire District, emergency vehicles must currently use an indirect route to reach the scene. Additionally, there is only one emergency access point to the Hills of Cedar Creek neighborhood from State Orchard Road. In the event that access to that road is blocked by accident, flooding, or other event, emergency services could not enter the neighborhood.

The No-Build Alternative would not improve roadways in the Study Area and therefore would not improve emergency response times within the Lewis Township Fire District and the city of Council Bluffs.

Build Alternatives 1 through 10 would improve roadways in the Study Area and therefore would improve emergency response times. Build Alternatives 5 through 8 are located closest to the State Orchard Road / IA 92 intersection and would have the lowest response times throughout the Lewis Township Fire District and the city of Council Bluffs. Each of the 10 alternatives would meet the need of improving emergency access.

2.4.5 Initial Screening Summary

The results of the initial screening, which evaluated project alternatives for their ability to meet the needs for the project, are summarized in **Table 2.2, Alternatives Analysis versus Need Statements**. In the table, alternatives received checkmarks for each need statement they satisfied.

Table 2.2
Initial Screening: Alternatives versus Purpose and Need

	#1: Provide System Continuity	#2: Support Planned Development	#3: Accommodate Future Traffic Demands	#4: Improve Emergency Access	Initial Screening Results
No-Build Alternative					Carry forward for comparison
Build Alternative 1	✓	✓	✓	✓	Carry forward
Build Alternative 2	✓	✓	✓	✓	Carry forward
Build Alternative 3	✓	✓	✓	✓	Carry forward
Build Alternative 4	✓	✓	✓	✓	Carry forward
Build Alternative 5	✓	✓	✓	✓	Carry forward
Build Alternative 6	✓	✓	✓	✓	Carry forward
Build Alternative 7	✓	✓	✓	✓	Carry forward
Build Alternative 8	✓	✓	✓	✓	Carry forward
Build Alternative 9	✓	✓		✓	Remove
Build Alternative 10	✓	✓	✓	✓	Carry forward

Source: Snyder & Associates, Inc., HGM Associates, Inc., and Schemmer Associates, Inc. 2010.

The No-Build Alternative would not satisfy the purpose and need for the project. However, the No-Build Alternative will be carried forward for analysis in this EIS to serve as a basis for comparison to the build alternatives carried forward for analysis. Also, consideration of a no-action alternative is required by Council on Environmental Quality (CEQ) regulations for implementing the National Environmental Policy Act (NEPA) (40 Code of Federal Regulations [CFR] 1500-1508).

Build Alternative 9, which would connect 214th Street to Eastern Hills Drive, would not completely satisfy the purpose and need for the project. Therefore, Build Alternative 9 was dismissed from further analysis.

2.5 Secondary Screening – Environmental Resources

The alternatives carried forward from the initial screening were evaluated for potential environmental impacts during the secondary screening. The purpose of secondary screening was to determine whether any of the alternatives would have a disproportional impact on a particular environmental resource and therefore should be dismissed from further study.

Potential environmental constraints were identified through the project scoping process, early analysis of the Study Area, and public comments. The predominant resources that could be impacted in the Study Area include wetlands/streams, cultural resources, hazardous materials, relocations, floodplains, RTE species, and the Loess Hills. Therefore, these seven environmental resource categories were used to screen the project alternatives.

Screening criteria were developed for each of the environmental resource categories. These criteria and the evaluation of the project alternatives against these criteria are detailed in the Alternatives Screening Technical Memorandum (Snyder & Associates, Inc., HGM Associates, Inc., and Schemmer Associates, Inc. 2010). The magnitude of impacts on resources varied among the alternatives.

Potential impacts on wetlands/streams, cultural resources, hazardous materials, relocations, floodplains, and RTE species for each of the alternatives were similar, or in some cases, there

were no impacts on these resources from one or more alternatives. Based on the screening analysis, none of the alternatives appeared to impact cultural resources or hazardous materials. Potential impacts on the Loess Hills would vary by alternative, and one build alternative was identified as having a disproportional impact on the Loess Hills, as discussed below.

The Loess Hills are a formation of wind-deposited loess soil in the westernmost part of Iowa and Missouri along the Missouri River. In November 2008, the Iowa Department of Natural Resources (Iowa DNR) and Iowa DOT signed a Memorandum of Agreement (MOA) regarding transportation land use within the Loess Hills. Iowa DNR strongly recommended the implementation of the MOA as part of this Eastern Hills Drive and Connecting Roadways EIS.

Potential impacts on the Loess Hills primarily would be caused by earthwork activities; therefore, each build alternative was screened based on the earthwork activities that would be required to construct that alternative. In Segments C and D, which include Build Alternatives 3 through 8¹ (see Section 2.1.2), hypothetical alignments within each build alternative were studied in the DEIS only for the sake of comparison. These alignments simply provide a means by which to equally compare relative earthwork impacts across each build alternative. Seven potential roadway alignments were analyzed in Segment C for Build Alternatives 3 and 4. Eleven potential roadway alignments were analyzed in Segment D for Build Alternatives 5 through 8. Build Alternative 10, Greenview Road, was examined on existing alignment.

Cross-sections developed for this analysis are consistent with typical design guidelines and include pedestrian facilities; however, they have not been finalized as the preferred cross-sections. Potential earthwork volumes are provided in **Table 2.3, Secondary Screening: Hypothetical Cut/Fill Volumes in the Loess Hills**.

Build Alternatives 1 and 2 would not require any grading because those portions of roadway have already been graded. Earthwork volumes are highest for Build Alternatives 3 and 4, though they are generally balanced between cut and fill volumes. Build Alternatives 5 through 8 cut volumes are generally lower to the west (Build Alternatives 5 and 6) and higher to the east (Build Alternatives 7 and 8). Build Alternative 8 has an especially high cut volume because this alternative would encounter steep topography. Build Alternative 10 has slightly higher cut than fill volumes, but both volumes are lower than the cut and fill volumes of most other build alternatives.

Based on the secondary screening results, shown in **Table 2.3, Secondary Screening: Hypothetical Cut/Fill Volumes in the Loess Hills**, Build Alternative 8 was dismissed from further consideration based on potential impacts on the Loess Hills from cut volumes that would be much higher (approximately three times or more higher) than other alternatives in Segment D. The remainder of build alternatives were carried forward in the DEIS for further consideration, as discussed in Section 2.6.

¹ Alternative 9 was dismissed from further study during initial screening; therefore, it was not evaluated during secondary screening.

Table 2.3
Secondary Screening: Hypothetical Cut/Fill Volumes in the Loess Hills

Build Alternative No.:	Hypothetical Alignment	Cut (CY)	Fill (CY)
Segment A			
1	–	None	None
Segment B			
2	–	None	None
Segment C			
3	B	123,000	444,000
3	C	105,000	105,000
3	D	110,000	87,000
3	E	116,000	85,000
4	A	103,000	97,000
4	F	84,000	89,000
4	G	119,087	106,306
Segment D			
5	A	15,750	24,200
5	B	21,550	44,250
5	C	12,300	49,000
6	A	18,400	135,000
6	B	20,000	144,300
6	C	25,250	50,000
6	D	27,700	23,700
7	-	38,300	91,600
8	A	73,800	104,300
8	B	107,200	82,400
Greenview Road			
10	-	46,000	41,000

Source: Snyder & Associates, Inc., HGM Associates, Inc., and Schemmer Associates, Inc. 2010.

Note: CY = cubic yards

2.6 Alternatives Carried Forward in the Draft Environmental Impact Statement

Although the No-Build Alternative does not meet the project purpose and need, it will be carried forward as a baseline against which to compare the build alternatives for the project. Based on the DEIS alternative screening analysis, **Table 2.4, Alternative Screening Analysis Conclusions**, provides a summary of the alternatives carried forward in the DEIS.

Table 2.4
Alternative Screening Analysis Conclusions

Alt. No.	Initial Screening	Secondary Screening							Conclusion
	Purpose & Need	Wetlands/ Streams	Cultural	Haz. Mat'l	Relocations	Floodplains	RTE Species	Loess Hills	
No Build	X								Carry forward for comparison
1									Carry forward
2									Carry forward
3									Carry forward
4									Carry forward
5									Carry forward
6									Carry forward
7									Carry forward
8								X	Eliminated from consideration
9	X								Eliminated from consideration
10									Carry forward

Note: X Indicates the alternative does not pass this screening analysis.

Build Alternative 9 was dismissed from further consideration following the initial screening because it does not meet the need for accommodation of future north-south traffic demand. Specifically, it is too far away from State Orchard Road to generate the same traffic volumes as Build Alternatives 5 through 8.

Build Alternative 8 was dismissed from further consideration following the secondary screening because it would have disproportional impacts on the Loess Hills in cut volumes within Segment D. In an MOA between Iowa DNR and Iowa DOT dated November 25, 2008, Iowa DOT agreed to take steps to minimize impacts on the Loess Hills during the planning phase of projects located within the Loess Hills area.

Build Alternatives 1 through 7 and Build Alternative 10 were carried forward in the DEIS for further consideration. Not all of these alternatives were evaluated against each other in the DEIS. Build Alternatives 1, 2, and 10 were compared against only the No-Build Alternative. Build Alternatives 3 and 4 were evaluated against each other, while Build Alternatives 5, 6, and 7 were evaluated against each other.

2.7 Refinement of Alternatives for the Final Environmental Impact Statement

After distribution of the signed DEIS, the design process continued and alternatives were refined. In addition, the Concurrence Point 4 process, an interagency process with select agencies to review alternative impacts and recommend a preferred alternative, occurred. Agencies involved included the U.S. Army Corps of Engineers (USACE) Rock Island District, the U.S. Environmental Protection Agency (EPA), Iowa DNR, the U.S. Fish and Wildlife Service (USFWS), MAPA, and Pottawattamie County (the concurrence point process is described in detail in Section 4.1.4). As a result of these activities, some of the improvements that compose

the proposed action were modified, the Study Area was expanded, and the alternative nomenclature was changed, as detailed in the following subsections.

2.7.1 Modified Improvements under Proposed Action

Additional turn lanes west and east of State Orchard Road were determined to be needed by engineering designers and are addressed in this FEIS; the turn lanes west of State Orchard Road would occur outside of the Study Area defined in the DEIS (see Section 2.7.2, below), and the turn lanes east of State Orchard Road would be within the Study Area defined in the DEIS. To transition to State Orchard Road north of the State Orchard Road and Eastern Hills Drive intersection, improvement of State Orchard Drive was extended outside of the DEIS Study Area. Additional refined connections to existing roadways are considered in the FEIS and occur within the Study Area.

2.7.2 Expanded Study Area

It was determined that for the project to meet the purpose and need, the proposed action would require additional area along IA 92 west of State Orchard Road to accommodate additional turn lanes, and additional area was required to connect to State Orchard Road north of the State Orchard Road and Eastern Hills Drive intersection. Consequently, the Study Area was expanded to include these additional areas proposed for improvement (see **Exhibit 1.1**). These areas of land were analyzed for the FEIS using the same process conducted for the DEIS, and are identified in relevant exhibits in Chapters 2.0 and 3.0.

2.7.3 Change in Alternative Nomenclature

As discussed in the DEIS, the project area was divided into four lettered segments/corridors, and one or more numbered alternatives were developed within each segment/corridor (see Section 2.1 and **Exhibit 2.1**). Each alternative was evaluated separately even though one alternative in each segment would ultimately need to be combined with others from different segments to provide connectivity in a roadway from US 6 to IA 92. Build Alternatives 8 and 9 were eliminated during early screening of the alternatives during the DEIS process.

During the public review of the DEIS, it was noted that there was confusion about the terms “segment,” “corridor,” and “alternative” being used to describe the alternatives, and that it was difficult to understand the impacts of the different alternatives. Therefore, during the Concurrence Point 4 process, new nomenclature for alternatives was adopted to help the public and agencies better understand the details of each alternative in the FEIS and future documentation.

From this point forward in this FEIS, segment letters and alternative numbers from the DEIS have been combined to form ten segments, as listed in **Table 2.5, Change in Nomenclature**, and shown in **Exhibit 2.2, Alternatives as Presented in FEIS. Exhibit 2.3, FEIS Segments D5, D6, D7, & D8**, depicts a close-up view of the new nomenclature for Segments D5, D6, D7, and D8.

Table 2.5
Change in Nomenclature

FEIS Segment	DEIS Segment and Alternative
A	Segment A, Build Alternative 1
B	Segment B, Build Alternative 2
C	Segment C, Build Alternatives 3 and 4
D5	Segment D, Build Alternative 5
D6	Segment D, Build Alternatives 6 and 7 components and addition of connection improvements on IA 92
D7	Segment D, Build Alternative 6
D8	Segment D, Build Alternative 7 and addition of connection improvements north of First Christian Church and along IA 92
E	Greenview Road, Build Alternative 10
F	Segment C, Build Alternative 3
G	Segment C, Build Alternative 4

Also in the FEIS, different combinations of segments comprise eight alternatives. Each alternative extends from US 6 to IA 92 and includes improvements to Greenview Road and a connection from Steven Road to Eastern Hills Drive. **Table 2.6, Alternative Composition**, identifies the new alternative numbers using the newly characterized segments within the Study Area.

Table 2.6
Alternative Composition

FEIS Alternative	FEIS Segments Combined to Form the Alternative
1	A, B, C, D5, E, F
2	A, B, C, D5, E, G
3	A, B, C, D6, E, F
4	A, B, C, D6, E, G
5	A, B, C, D7, E, F
6	A, B, C, D7, E, G
7	A, B, C, D8, E, F
8	A, B, C, D8, E, G

Exhibit 2.2, Alternatives as Presented in FEIS illustrates the area included by the build alternatives. The exhibit shows the segment locations, and a table within the exhibit (matching Table 2.6) identifies which segments comprise each build alternative. The alignment of each build alternative was derived in support of Concurrence Point 4. Appendix A includes a table of potential impacts for each build alternative and the alignment exhibits developed during Concurrence Point 4. **Exhibits 2.4 through 2.11** illustrate Build Alternatives 1 through 8, respectively. The revised alternatives for the FEIS include the following:

- **No-Build Alternative:** The No-Build Alternative allows for maintenance of the existing transportation system, but does not include improvements to or the completion of Eastern Hills Drive or connecting roadways.
- **Build Alternative 1:** Build Alternative 1 would complete the section of Eastern Hills Drive from north of North and South Larchmont Drives to Cedar Lane and extend Eastern Hills Drive from the State Orchard Road intersection southwesterly along the existing State Orchard Road alignment, cross Greenview Road, and continue on the west side of Little Pony Creek south to the existing IA 92 / State Orchard Road intersection. The initial construction would include a three-lane roadway and trail section consistent with the current Eastern Hills Drive through the Hills of Cedar Creek subdivision. The ultimate build out of the roadway, when necessary due to traffic demand, would widen the street from three lanes to five lanes from IA 92 to US 6. As a connecting roadway, Cedar Lane would be reconstructed from Eastern Hills Drive, with a new alignment extending from Steven Road at Norwood Drive; this would be a two-lane roadway. Greenview Road would be reconstructed, remaining as two lanes, as a connecting roadway from Glen Oaks Drive to Cottonwood Road (L-43).
- **Build Alternative 2:** Build Alternative 2 would complete the section of Eastern Hills Drive from north of North and South Larchmont Drives to Cedar Lane and extend Eastern Hills Drive from the State Orchard Road intersection southwesterly along the existing State Orchard Road alignment, cross Greenview Road, and continue on the west side of Little Pony Creek south to the existing IA 92 / State Orchard Road intersection. The initial construction would include a three-lane roadway and trail section consistent with the current Eastern Hills Drive through the Hills of Cedar Creek subdivision. The ultimate build out of the roadway, when necessary due to traffic demand, would widen the street from three lanes to five lanes from IA 92 to US 6. As a connecting roadway, Cedar Lane would be constructed along a new alignment from Eastern Hills Drive to Steven Road at Norwood Drive; this would be a two-lane roadway. Greenview Road would be reconstructed, remaining as two lanes, as a connecting roadway from Glen Oaks Drive to Cottonwood Road (L-43).
- **Build Alternative 3:** Build Alternative 3 would complete the section of Eastern Hills Drive from north of North and South Larchmont Drives to Cedar Lane and extend Eastern Hills Drive from the State Orchard Road intersection southwesterly along the existing State Orchard Road alignment, cross Greenview Road, and continue on the east side of Little Pony Creek until curving back into the existing IA 92 / State Orchard Road intersection. The initial construction would include a three-lane roadway and trail section consistent with the current Eastern Hills Drive through the Hills of Cedar Creek subdivision. The ultimate build out of the roadway, when necessary due to traffic demand, would widen the street from three lanes to five lanes from IA 92 to US 6. As a connecting roadway, Cedar Lane would be reconstructed from Eastern Hills Drive, with a new alignment extending from Steven Road at Norwood Drive; this would be a two-lane roadway. Greenview Road would be reconstructed, remaining as two lanes, as a connecting roadway from Glen Oaks Drive to Cottonwood Road (L-43).

- Build Alternative 4: Build Alternative 4 would complete the section of Eastern Hills Drive from north of North and South Larchmont Drives to Cedar Lane and extend Eastern Hills Drive from the State Orchard Road intersection southwesterly along the existing State Orchard Road alignment, cross Greenview Road, and continue on the east side of Little Pony Creek until curving back into the existing IA 92 / State Orchard Road intersection. The initial construction would include a three-lane roadway and trail section consistent with the current Eastern Hills Drive through the Hills of Cedar Creek subdivision. The ultimate build out of the roadway, when necessary due to traffic demand, would widen the street from three lanes to five lanes from IA 92 to US 6. As a connecting roadway, Cedar Lane would be constructed along a new alignment from Eastern Hills Drive to Steven Road at Norwood Drive; this would be a two-lane roadway. Greenview Road would be reconstructed, remaining as two lanes, as a connecting roadway from Glen Oaks Drive to Cottonwood Road (L-43).
- Build Alternative 5: Build Alternative 5 would complete the section of Eastern Hills Drive from north of North and South Larchmont Drives to Cedar Lane and extend Eastern Hills Drive from the State Orchard Road intersection southwesterly along the existing State Orchard Road alignment, cross Greenview Road, and continue on the east side of Little Pony Creek south to IA 92, approximately 400 feet east of the existing IA 92 / State Orchard Road intersection. The initial construction would include a three-lane roadway and trail section consistent with the current Eastern Hills Drive through the Hills of Cedar Creek subdivision. The ultimate build out of the roadway, when necessary due to traffic demand, would widen the street from three lanes to five lanes from IA 92 to US 6. As a connecting roadway, Cedar Lane would be reconstructed from Eastern Hills Drive, with a new alignment extending from Steven Road at Norwood Drive; this would be a two-lane roadway. Greenview Road would be reconstructed, remaining as two lanes, as a connecting roadway from Glen Oaks Drive to Cottonwood Road (L-43).
- Build Alternative 6: Build Alternative 6 would complete the section of Eastern Hills Drive from north of North and South Larchmont Drives to Cedar Lane and extend Eastern Hills Drive from the State Orchard Road intersection southwesterly along the existing State Orchard Road alignment, cross Greenview Road, and continue on the east side of Little Pony Creek south to IA 92, approximately 400 feet east of the existing IA 92 / State Orchard Road intersection. The initial construction would include a three-lane roadway and trail section consistent with the current Eastern Hills Drive through the Hills of Cedar Creek subdivision. The ultimate build out of the roadway, when necessary due to traffic demand, would widen the street from three lanes to five lanes from IA 92 to US 6. As a connecting roadway, Cedar Lane would be constructed along a new alignment from Eastern Hills Drive to Steven Road at Norwood Drive; this would be a two-lane roadway. Greenview Road would be reconstructed, remaining as two lanes, as a connecting roadway from Glen Oaks Drive to Cottonwood Road (L-43).
- Build Alternative 7: Build Alternative 7 would complete the section of Eastern Hills Drive from north of North and South Larchmont Drives to Cedar Lane and extend Eastern Hills Drive from the State Orchard Road intersection southwesterly along the existing State Orchard Road alignment, cross Greenview Road, and continue on the east side of Little Pony Creek and First Christian Church south to IA 92, approximately 1,600 feet east of the existing IA 92 / State Orchard Road intersection. The initial

construction would include a three-lane roadway and trail section consistent with the current Eastern Hills Drive through the Hills of Cedar Creek subdivision. The ultimate build out of the roadway, when necessary due to traffic demand, would widen the street from three lanes to five lanes from IA 92 to US 6. As a connecting roadway, Cedar Lane would be reconstructed from Eastern Hills Drive, with a new alignment extending from Steven Road at Norwood Drive; this would be a two-lane roadway. Greenview Road would be reconstructed, remaining as two lanes, as a connecting roadway from Glen Oaks Drive to Cottonwood Road (L-43).

- Build Alternative 8: Build Alternative 8 would complete the section of Eastern Hills Drive from north of North and South Larchmont Drives to Cedar Lane and extend Eastern Hills Drive from the State Orchard Road intersection southwesterly along the existing State Orchard Road alignment, cross Greenview Road, and continue on the east side of Little Pony Creek and First Christian Church south to IA 92, approximately 1,600 feet east of the existing IA 92 / State Orchard Road intersection. The initial construction would include a three-lane roadway and trail section consistent with the current Eastern Hills Drive through the Hills of Cedar Creek subdivision. The ultimate build out of the roadway, when necessary due to traffic demand, would widen the street from three lanes to five lanes from IA 92 to US 6. As a connecting roadway, Cedar Lane would be constructed along a new alignment from Eastern Hills Drive to Steven Road at Norwood Drive; this would be a two-lane roadway. Greenview Road would be reconstructed, remaining as two lanes, as a connecting roadway from Glen Oaks Drive to Cottonwood Road (L-43).

2.8 Preferred Alternative

The city of Council Bluffs, in consideration of public and agency input, identified Build Alternative 3 as the Preferred Alternative (see **Exhibit 2.12, Alternative 3 (Preferred Alternative)**), and FHWA concurred with the decision. Build Alternative 3 was selected as the Preferred Alternative for the following reasons:

- Evaluation of the existing and planned transportation network indicated that the Preferred Alternative would best meet the project purpose and need through optimum connectivity of Eastern Hills Drive to IA 92, and reduced impact on current and future developments.
- Segments A and B were chosen because they have already been constructed as a two-lane road with adequate ROW available for construction of additional lanes. No impacts on housing would occur along these segments, and the natural environment would be minimally affected, when compared to impacts of a new alignment.
- Segment C was chosen because a portion of Eastern Hills Drive located within Segment C was constructed as part of a privately funded residential development project that established sufficient ROW for future roadway expansion. No impacts on housing would occur along this segment, and the natural environment would be minimally affected, when compared to impacts of a new alignment.
- Segment D6 was chosen because it would provide the optimum connectivity with IA 92 compared to Segments D7 and D8, and would have fewer housing impacts than Segment D5.

- Segment E was chosen because it can be constructed mostly within existing ROW of Greenview Road.
- Segment F was chosen because it allows a more direct connection to existing ROW of Cedar Lane, requiring less farmland and ROW than Segment G, thus minimizing impacts on potential future development.
- The Preferred Alternative would satisfy traffic operations criteria at all locations.
- The Preferred Alternative is consistent with the findings of the Two-Mile Limit Study recommending a north-south arterial roadway in the vicinity of where Eastern Hills Drive is currently sited and planned (Snyder & Associates 2002).
- Potential environmental impacts of the Preferred Alternative would be similar to those under the other build alternatives.

Alternative 3 was selected as the Preferred Alternative after reviewing all the reasonable alternatives under consideration, including the No-Build Alternative, with respect to their ability to meet the project purpose and need. The Preferred Alternative alignment and design have been refined based on the information learned since the publication of the DEIS. Subsequent to completion of the NEPA process, final design would be conducted, and necessary ROW would be acquired. Funding is not currently available to construct the entire project. The likely order in which roadway improvements would be constructed is as follows:

1. Connect Eastern Hills Drive from where it ends north of the Hills of Cedar Creek subdivision north to Cedar Lane.
2. Connect Steven Road from Eastern Hills Drive west to State Orchard Road.
3. Improve/widen IA 92 for new intersection with State Orchard Road.
4. Improve Greenview Road from near Cottonwood Road (L-43) to State Orchard Road.
5. Construct and improve Eastern Hills Drive from the Hills of Cedar Creek subdivision south to IA 92.
6. Construct Steven Road from near Norwood Drive to State Orchard Road.
7. Widen Eastern Hills Drive from Cedar Lane north to US 6.

Construction of a five-lane section is not anticipated within the next 10 years. The goal is to first provide north-south connectivity between US 6 and IA 92, and improved connections to Eastern Hills Drive. Construction of a 10-foot-wide trail along the length of future Eastern Hills Drive segments would likely be constructed during each proposed priority phase, with the exception of potential earlier construction in Segments A, B, and C if funding is available.

The Preferred Alternative was carried forward for a detailed evaluation of impacts, both individually and in comparison to the No-Build Alternative, in this FEIS, Chapter 3.0, Affected Environment and Environmental Consequences. Because of the similarity of impacts of the other build alternatives, the Preferred Alternative is representative of Build Alternatives 1, 2, 4, 5, 6, 7, and 8, which are not carried forward for detailed evaluation in Chapter 3.0. However, impacts of all eight build alternatives are noted in Appendix A.

Agency support for the Preferred Alternative is discussed in **Section 4.1.4.**

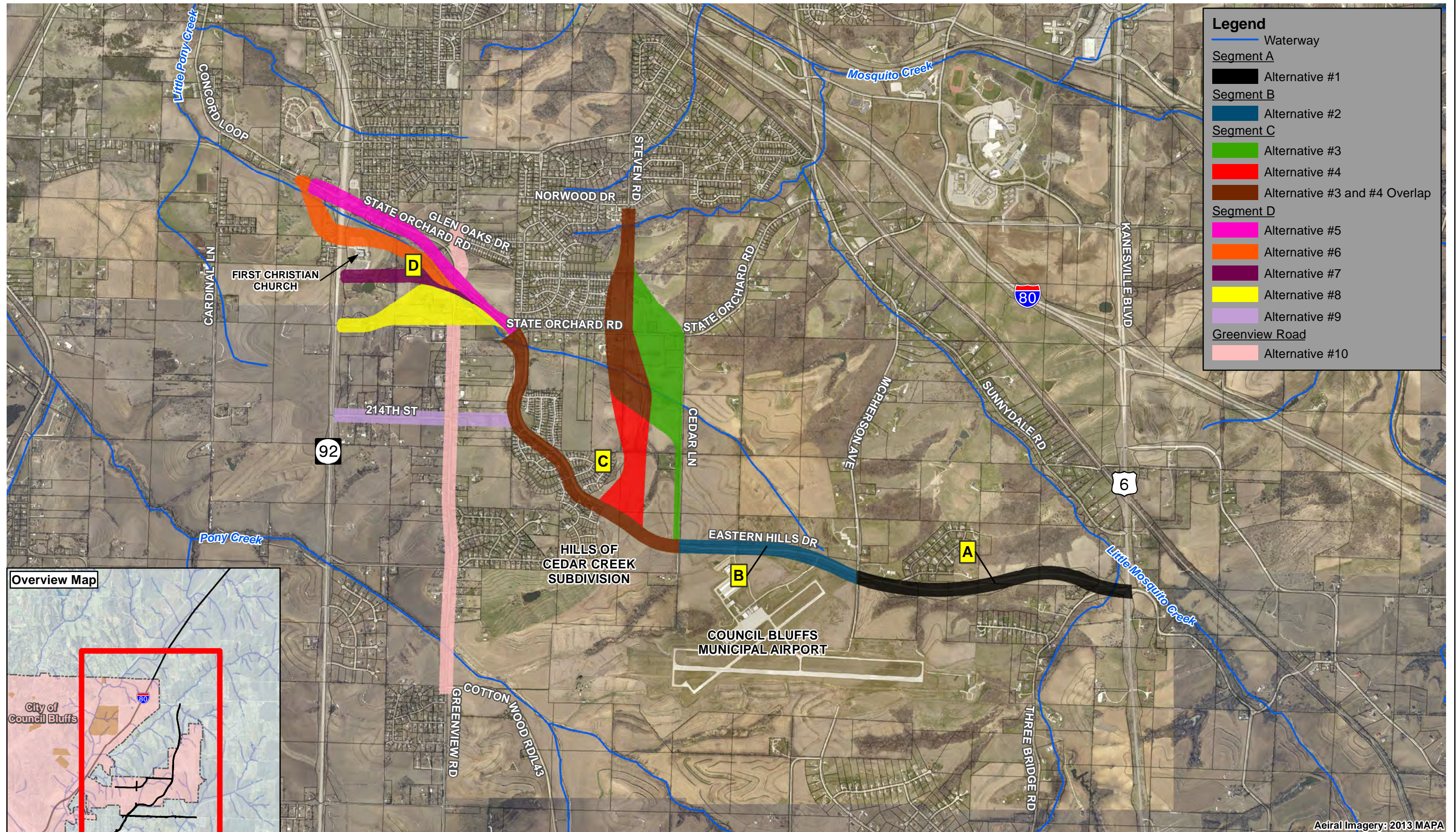
2.9 Cost Estimates

The PMT completed preliminary cost estimates for the Preferred Alternative. See **Table 2.7, Cost Estimate for Eastern Hills Drive and Connecting Roadways**. These estimates included cost items for roadway and bridge construction, earthwork, storm drainage, and signing and striping. The PMT also developed estimates for the cost of ROW acquisition and ground clearing. Based on the base construction cost estimates, the PMT also estimated costs for mobilization of equipment, maintenance of traffic, and design and construction engineering. The construction cost estimates included a 15 percent contingency factor to deal with unknown issues at this early stage of engineering plan development.

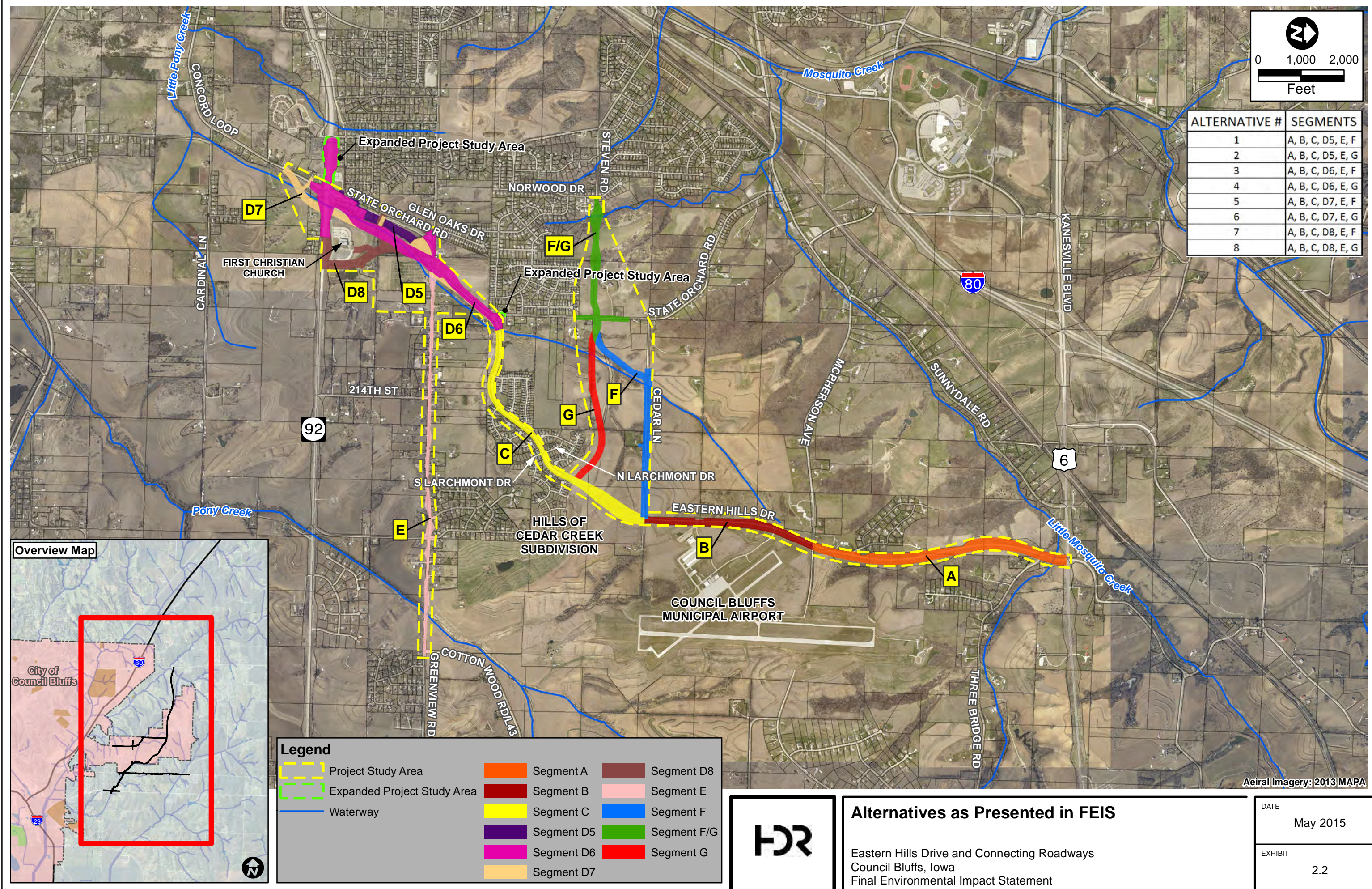
Table 2.7
Cost Estimate for Eastern Hills Drive and Connecting Roadways

Portion of the Preferred Alternative	Cost (2014 \$)
Widen Eastern Hills Drive from US 6 to McPherson Avenue	\$1,600,000
Widen Eastern Hills Drive from McPherson Avenue to Cedar Lane	\$2,365,000
Widen Eastern Hills Drive from Cedar Lane south to State Orchard Road	\$3,513,000
Construct a new alignment east of Little Pony Creek from State Orchard Road south to IA 92, with south terminus located at the IA 92 / State Orchard Road intersection	\$10,617,000
Widen existing Greenview Road from Glen Oaks Drive to Cottonwood Road (L-43)	\$4,557,000
Reconstruct Cedar Lane and construct a new alignment of Steven Road from Norwood Drive east to Cedar Lane	\$5,550,000
Total	\$28,202,000

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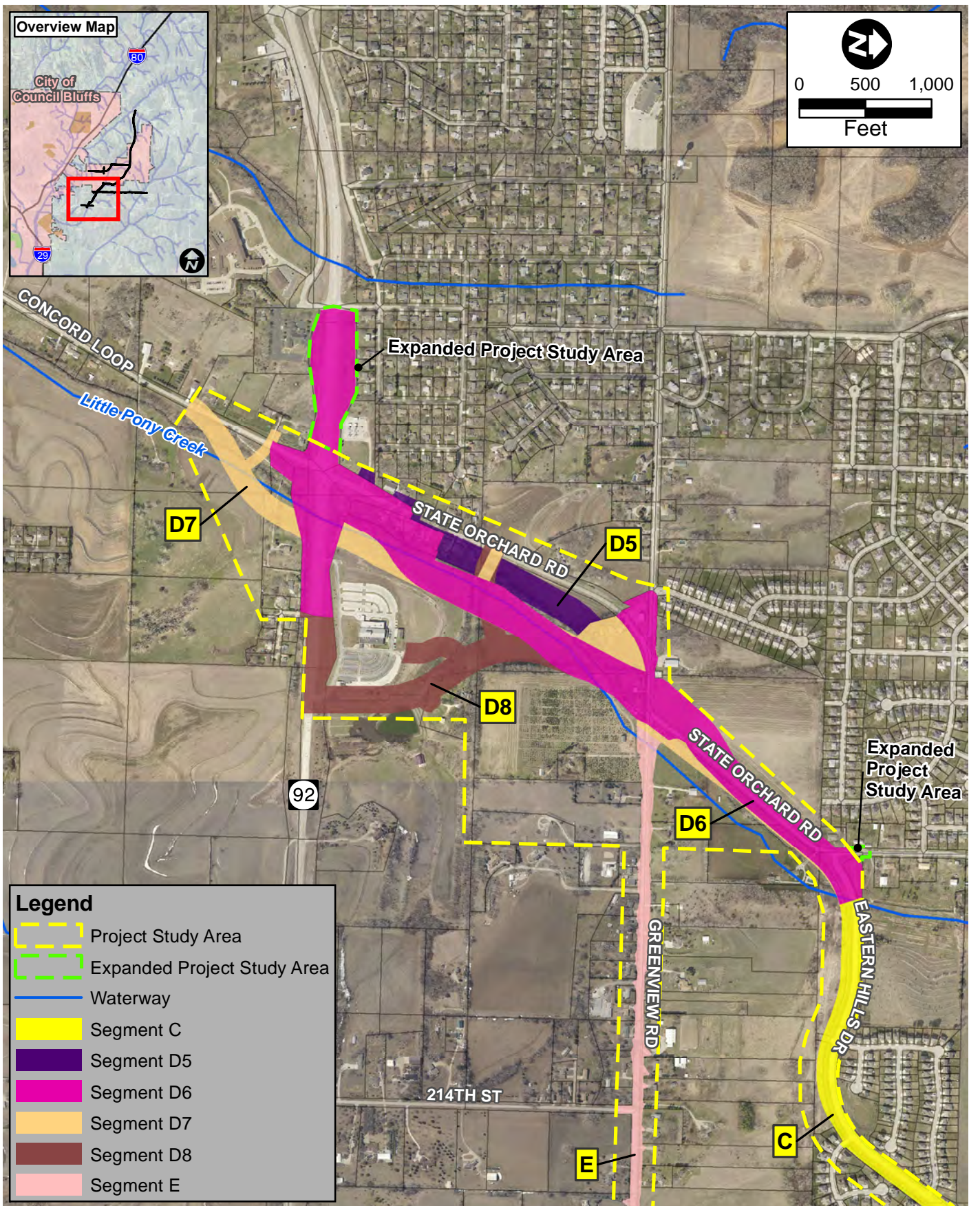
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Alternatives as Presented in FEIS

Eastern Hills Drive and Connecting Roadways
Council Bluffs, Iowa
Final Environmental Impact Statement

DATE	May 2015
EXHIBIT	2.2



Segments D5, D6, D7 & D8

Eastern Hills Drive and Connecting Roadways
Council Bluffs, Iowa
Final Environmental Impact Statement

DATE

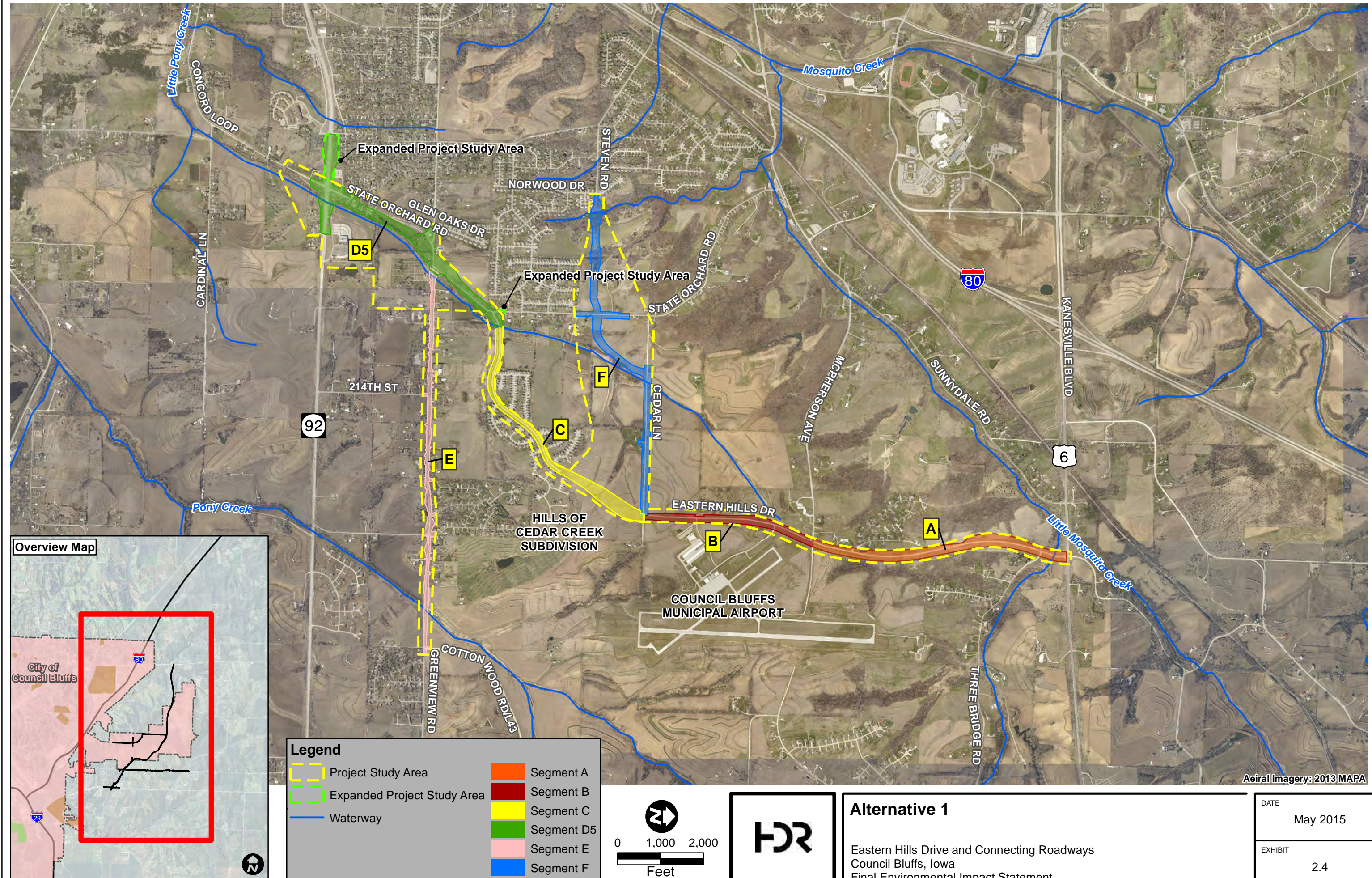
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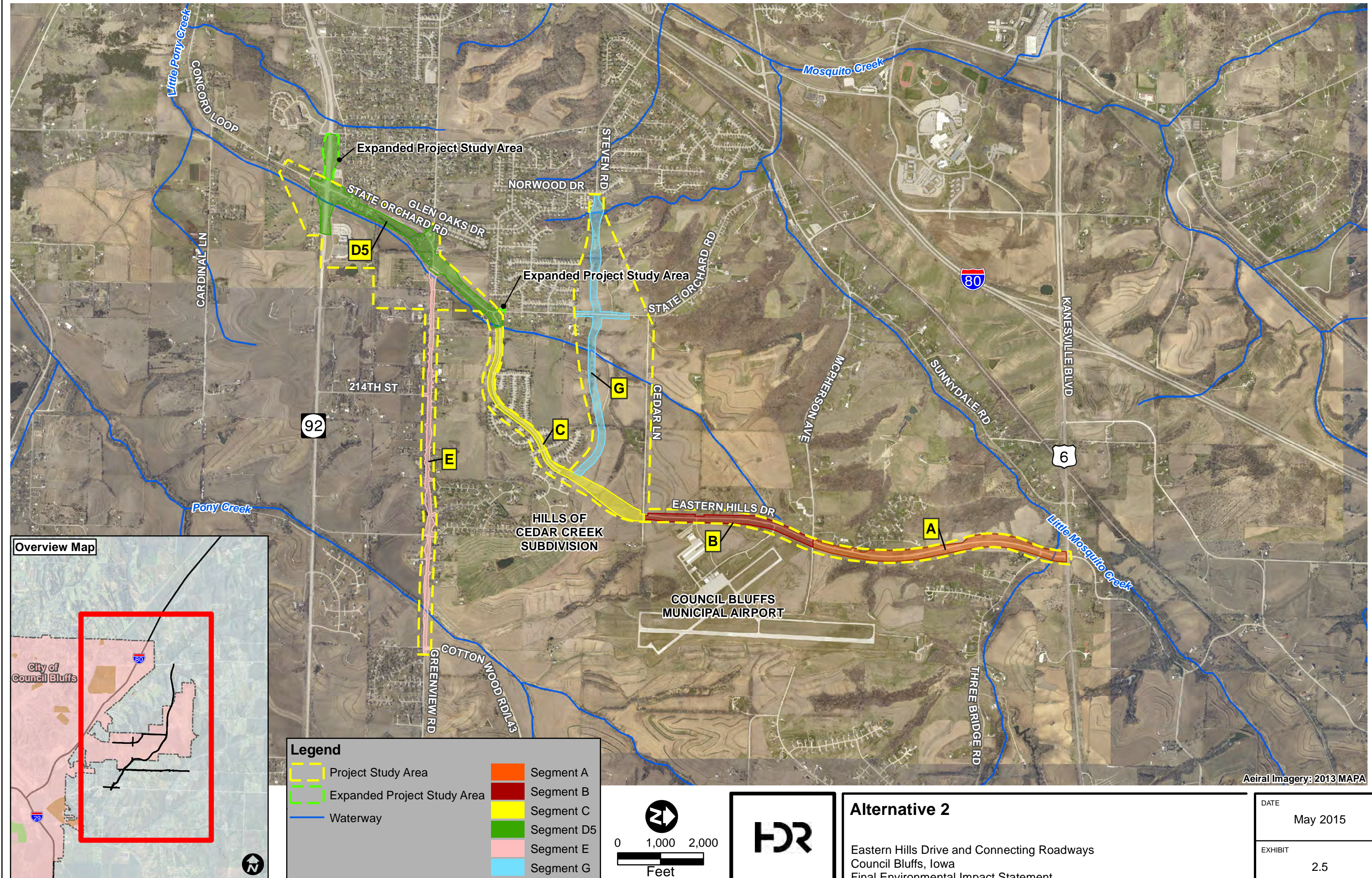
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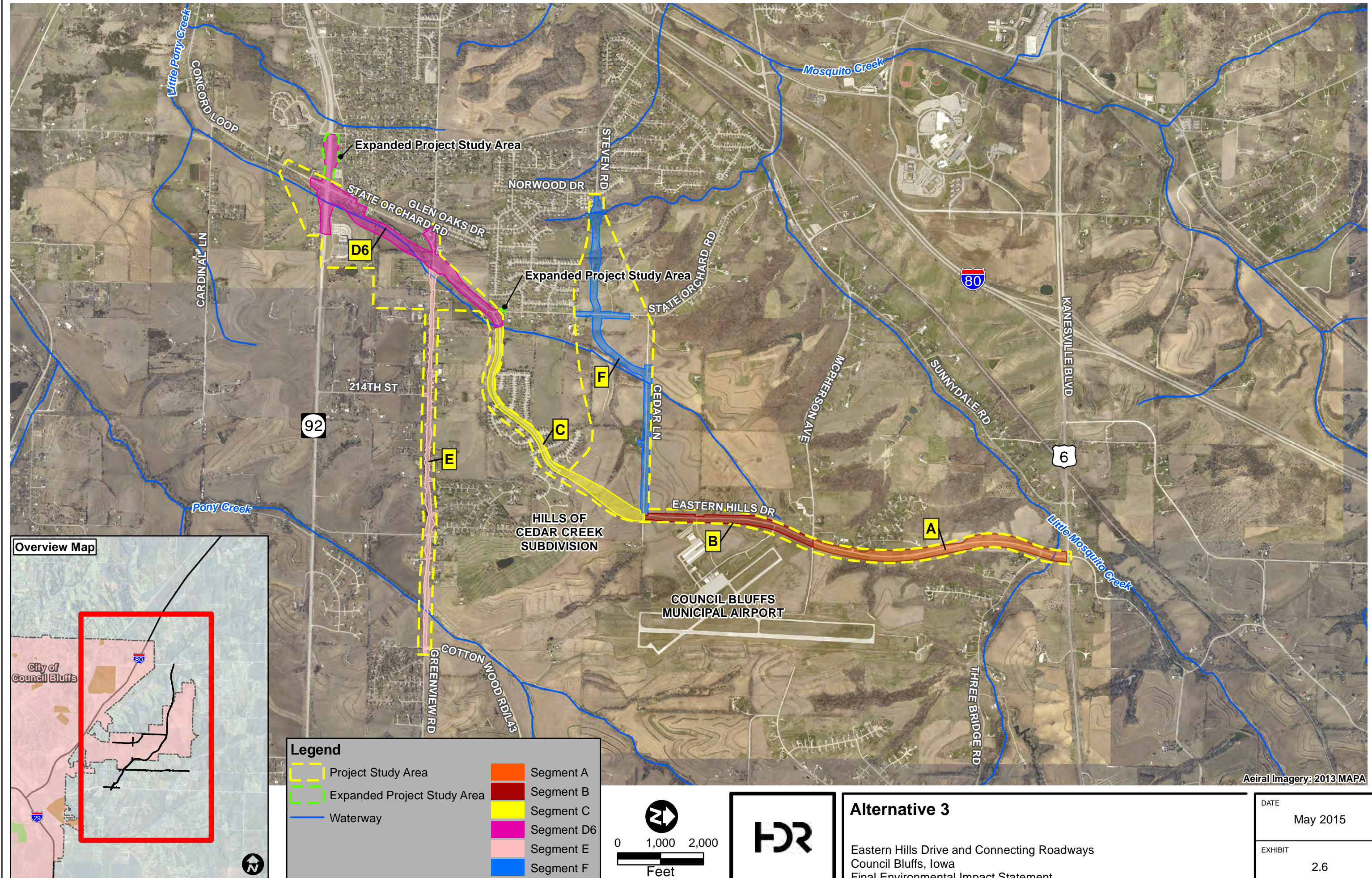
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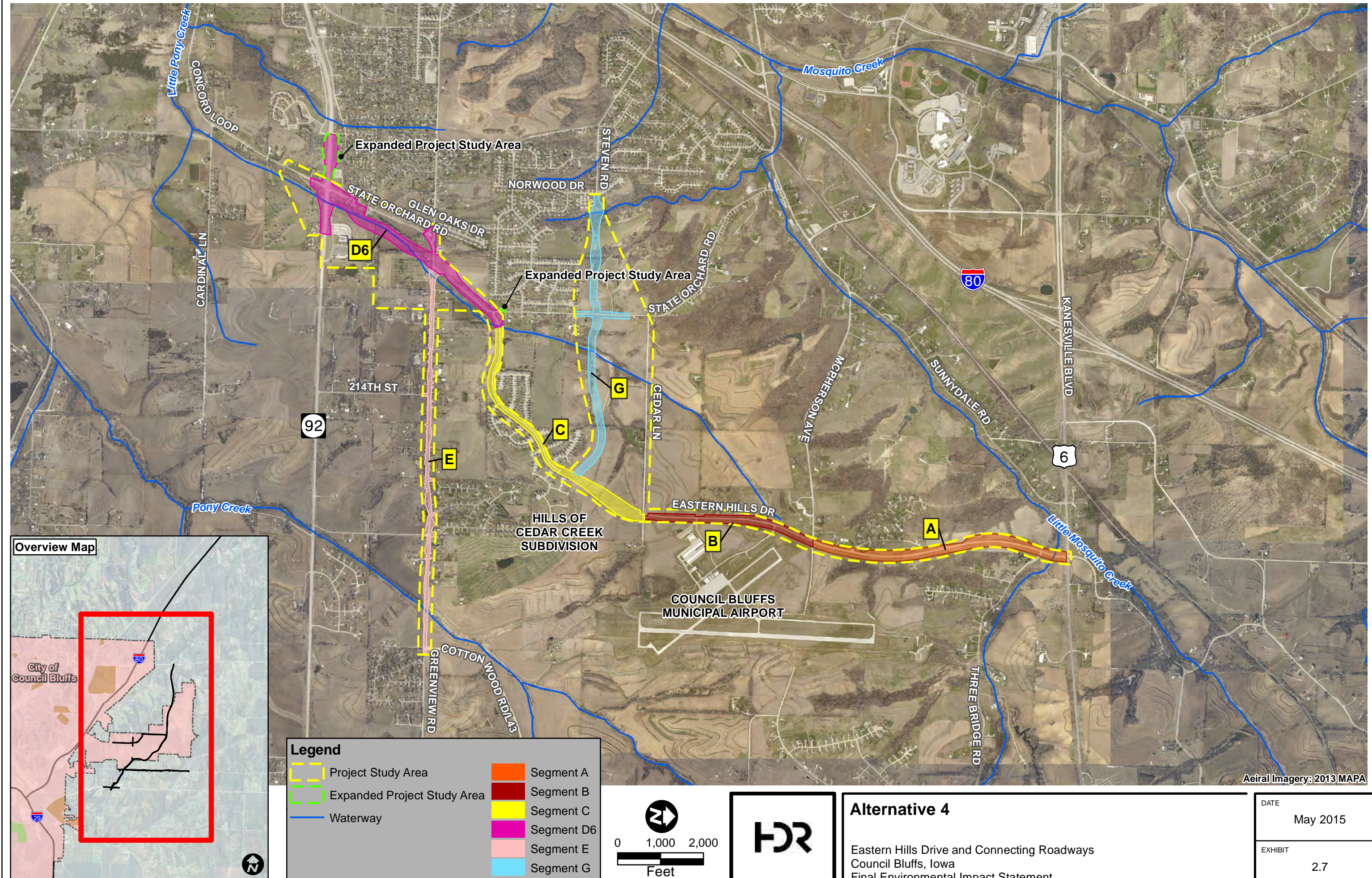
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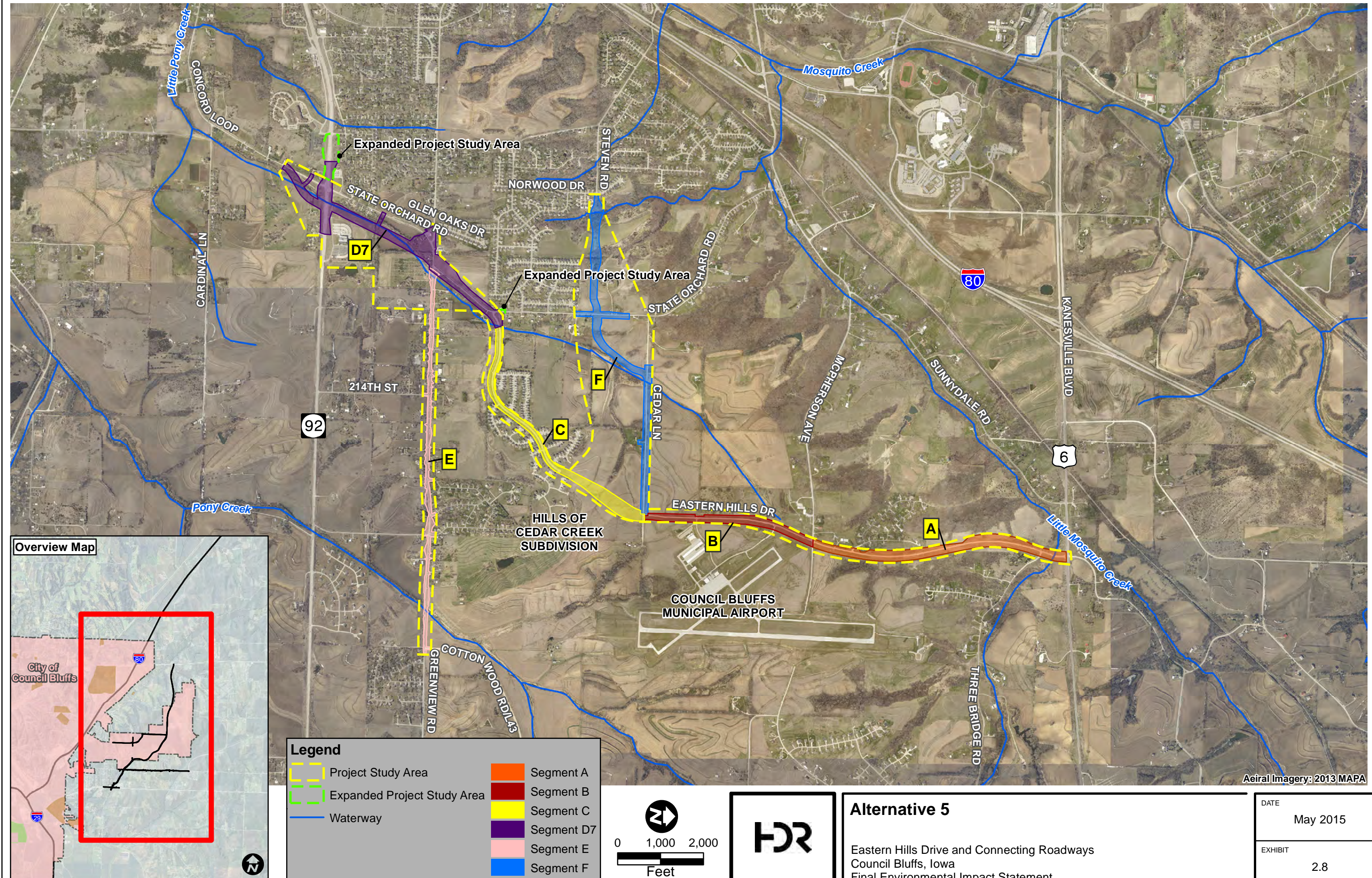
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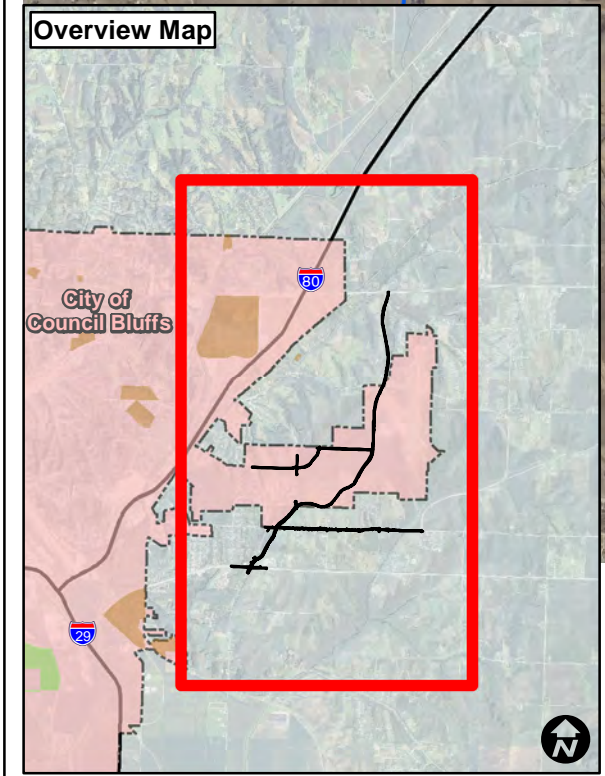
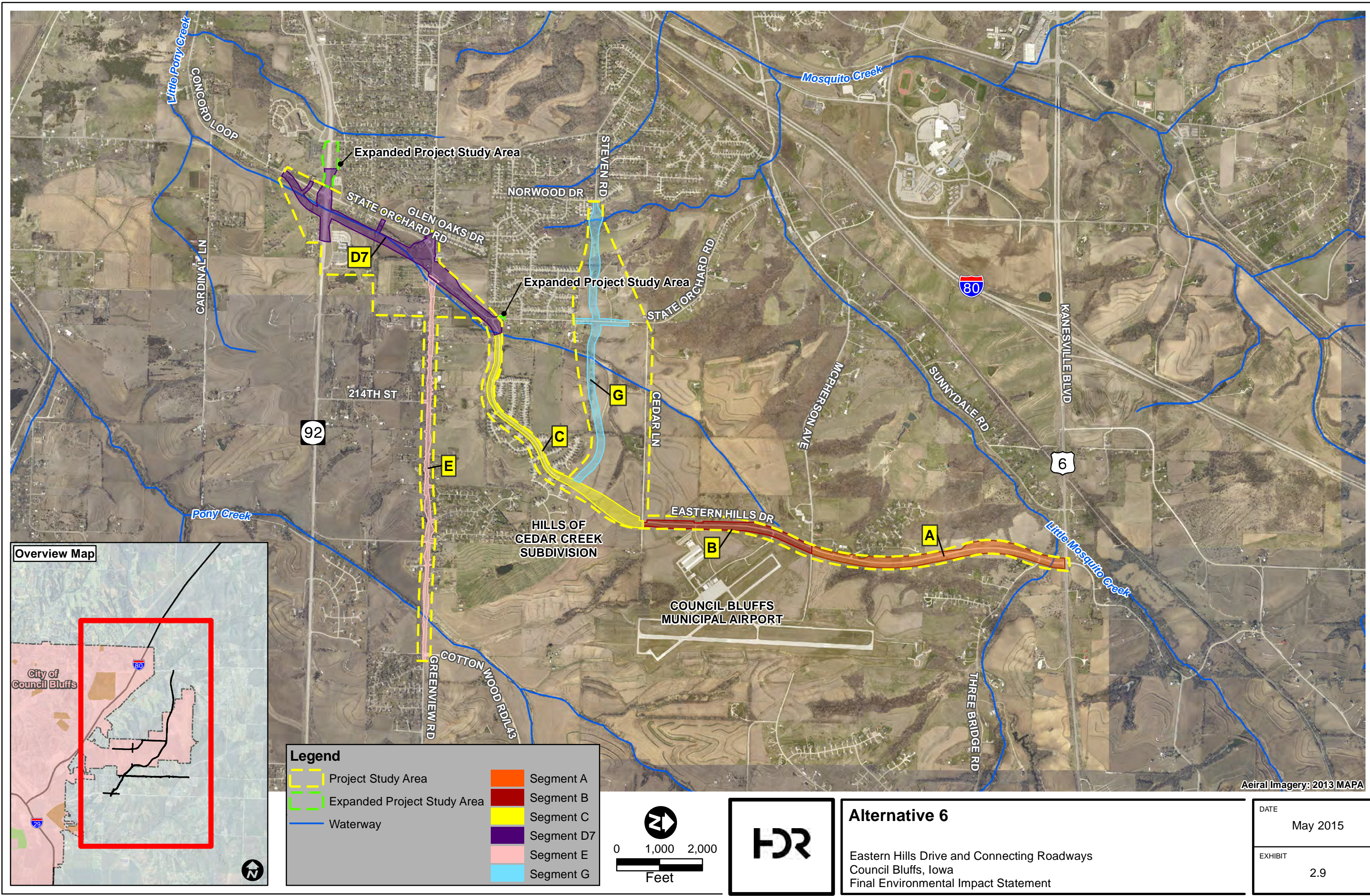
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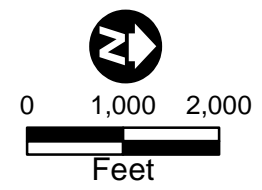


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Legend

	Project Study Area		Segment A
	Expanded Project Study Area		Segment B
	Waterway		Segment C
			Segment D7
			Segment E
			Segment G

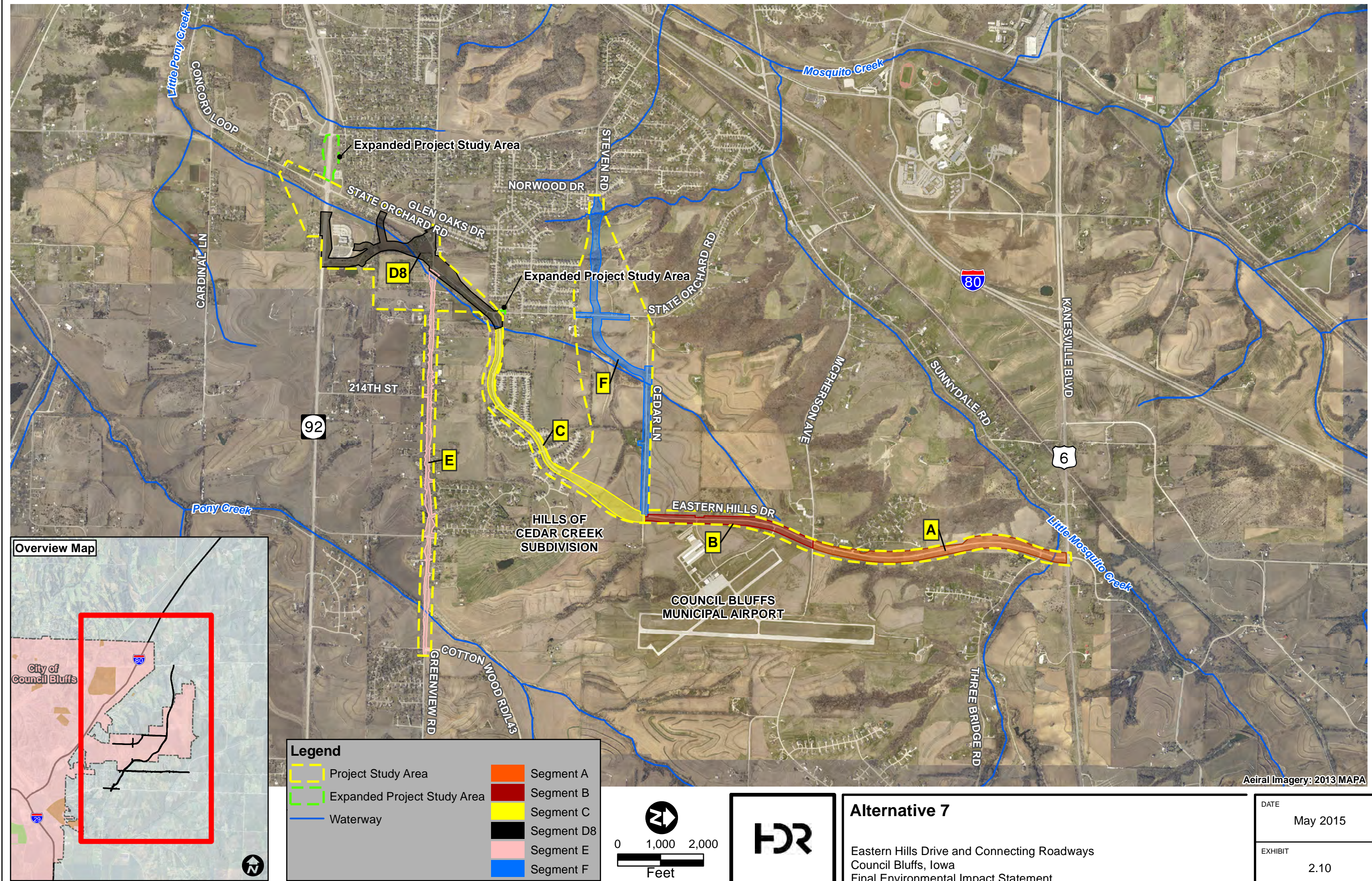


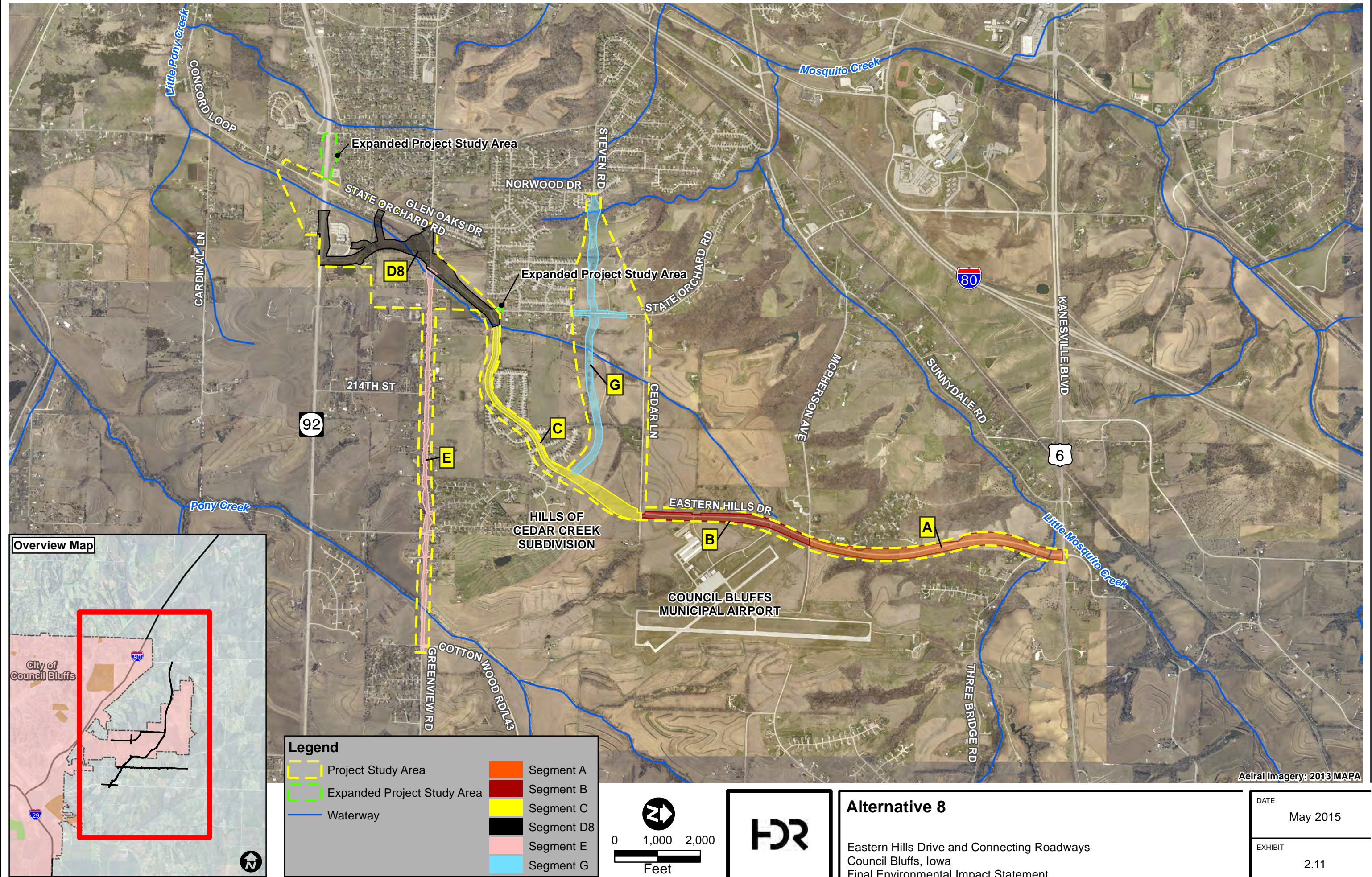
Alternative 6

Eastern Hills Drive and Connecting Roadways
Council Bluffs, Iowa
Final Environmental Impact Statement

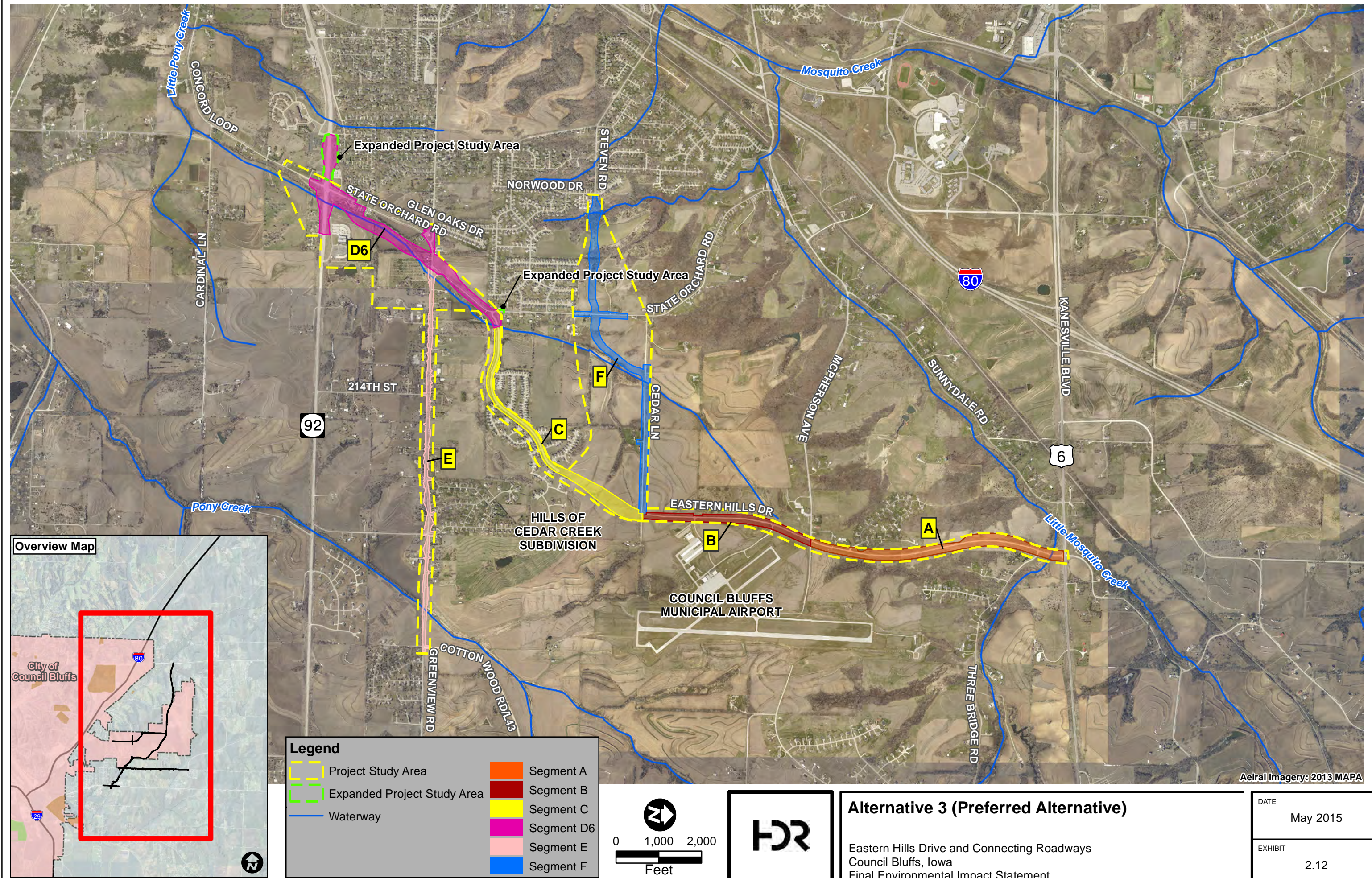
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CHAPTER 3
AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

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3.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

Chapter 3.0 describes the existing socioeconomic, natural, cultural, and physical environments in and near the Study Area. Each resource section below includes an analysis of the impacts of the No-Build Alternative and the Preferred Alternative, which were identified and described in Chapter 2.0. In addition, when warranted, each resource is evaluated for measures to avoid, minimize, or mitigate adverse impacts. The Study Area includes the proposed construction limit of the Preferred Alternative, which is used for determining potential impacts on the environmental resources. The proposed construction limit includes the area that would be disturbed for constructing the project and the anticipated ROW needs for the project.

Chapter 3.0 includes exhibits dedicated to particular resources (see **Exhibits 3.1 through 3.5** and **Exhibits 3.7 through 3.9**), and exhibits that show the locations of multiple resources and design features (see **Exhibits 3.6A through 3.6E**). Arranged in order from the Project's southern terminus at IA 92 to the northern terminus at US 6, **Exhibits 3.6A through 3.6E** show the proposed construction limit, curb lines of the roadway, and the location of a 10-foot-wide bicycle and pedestrian trail; these exhibits also show relocation, floodplain, wetland, stream, and woodland impacts, and locations of noise receptors.

Section 3.27, Cumulative Impacts, addresses reasonably foreseeable future projects and their potential for impacting the same resources as those anticipated to be impacted by the Preferred Alternative.

Based on comments from EPA, the entire chapter was reviewed and updated, as necessary, with current information to address the comments. The revised chapter evaluates impacts of only the No-Build Alternative and the Preferred Alternative, consistent with the updated description and review of alternatives in Chapter 2.0. The design process has been ongoing, providing refined information for analysis and update of Chapter 3.0. The following are specific updates made to Chapter 3.0:

- Additional partial acquisitions of land associated with businesses were identified. (*Section 3.1.2.2. and Section 3.2.2.2*)
- The benefits of the Preferred Alternative to emergency services were identified. (*Section 3.2.2.2*)
- Impacts of widening the 4-foot-wide sidewalk along the south and east side of Eastern Hills Drive through the Hills of Cedar Creek subdivision were addressed. This sidewalk is a component of the Council Bluffs recreational trail system. (*Section 3.3.2.2*)
- A future park and an existing pool were identified and evaluated for potential impacts. (*Section 3.2.1.7, Section 3.2.2.2, Section 3.3.1, and Section 3.3.2*)
- Two additional regulated materials sites were identified through an updated review of regulated materials sites. (*Section 3.8.1*)
- A narrow area of land north of Cedar Lane was surveyed for archaeological resources, and a report was prepared summarizing the survey. (*Section 3.9.1.1*)
- Architectural resources were identified and evaluated for potential impacts. (*Section 3.9.1.2 and Section 3.9.2.2*)

- Additional coordination was performed with the Iowa State Historic Preservation Office (SHPO) regarding the newly surveyed area north of Cedar Lane, and areas that were not previously surveyed. (*Section 3.9.2.2*)
- A small area of the city has recently been designated by EPA as non-attainment for lead emissions, and the project was evaluated for potential impacts. (*Section 3.11.1.1 and Section 3.11.2.2*)
- A discussion on groundwater wells in and near the Study Area was added, and potential impacts were addressed. (*Section 3.12.1.1 and Section 3.12.2.2*)
- Little Pony Creek's floodplain was recently delineated, and the results were used to update floodplain information and impact assessment. (*Section 3.13.1 and Section 3.13.2.2*)
- The discussion of stream crossings and potential impacts was updated based on recent design decisions. (*Section 3.13.2.2*)
- The discussion of woodland impacts was updated based on Iowa DOT's revised policy. (*Section 3.15.1 and Section 3.15.2.2*)
- Subsequent to completion and distribution of the DEIS, the northern long-eared bat was proposed for listing as a federally endangered species. Coordination was performed with USFWS, and the FEIS was updated to address potential impacts on this species. (*Section 3.16.1 and Section 3.16.2.2*)
- The farmland impact form was revised based on an updated determination of farmland that was in defined urban areas and did not require evaluation for farmland impacts per U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) requirements. Iowa Code 6B, as it applies to notification and coordination with owners of agricultural land of 10 acres or more, was included. A discussion of soils in general was added. (*Section 3.17.1 and Section 3.17.2.2*)
- A review of impacts on airspace was conducted in accordance with recent Federal Aviation Administration (FAA) requirements. (*Section 3.20.2.2*)
- Cumulative impacts were updated based on a review of potential future projects in or near the Study Area. (*Section 3.27*)

3.1 Land Use and Zoning

This section discusses the existing land use and zoning conditions within the Study Area and examines the impacts and compatibility of the No-Build Alternative and the Preferred Alternative on existing and future land uses.

3.1.1 Affected Environment

The Council Bluffs area provides diverse residential opportunities. Major industrial and commercial activities are concentrated in downtown Council Bluffs and along the major regional corridors of I-29 and I-80. The Missouri River provides most of the open space in the greater Council Bluffs area. Numerous regional and community parks are available throughout the area, but none are located in the Study Area.

Land use in the Study Area is primarily residential, with a pocket of mixed-use/non-retail commercial use, and airport use. Dappen Tree Farm and Dean Bennett Landscape Company are commercial properties in or adjacent to the Study Area, as shown in **Exhibit 3.1, Current Land**

Use. Several single-family residential developments are located within the Study Area. The Study Area includes undeveloped land parcels, including some that have been platted for future residential and commercial development.

Future land use, as depicted in **Exhibit 3.2**, is anticipated to include the following uses:

- **Residential.** There are 14 residential developments (Briarwood, Cedar Lane Estates, Country Knoll, Edgewood, Forest Glen, Forest Ridge, Glen Oaks, Greenview Estates, Hills of Cedar Creek, Jim Feekins, La Tierra Divina Estates, Pheasant Hills, Wilshire Heights, and Woodhill) located in or adjacent to the Study Area that are partly developed, with lots available for future building (see **Exhibit 3.3, Subdivisions Within or Adjacent to Study Area**). The Study Area allows for the following residential district classifications:
 - Single-family low density residential district
 - Single-family medium-density residential district
 - High-density residential district
- **Commercial.** Dappen Tree Farm is located at the southeast corner of State Orchard Road and Greenview Road. This area is zoned as a commercial district. Dean Bennett Landscape Company is associated with a residential property on the northeast corner of State Orchard Road and Eastern Hills Drive. Deaf Missions Inc. is located south of Greenview Road. Future commercial property is zoned east of State Orchard Road and south of Cedar Lane, and on the southwest corner of the intersection of US 6 and Eastern Hills Drive.
- **Airport.** The Council Bluffs Municipal Airport is located within an area zoned for airport use. The Council Bluffs Municipal Airport is a reliever to Eppley Airfield in Omaha, Nebraska, and has a service area that extends throughout Pottawattamie, Mills, and Harrison counties in Iowa as well as Sarpy and Douglas counties in Nebraska. Regional accessibility is essential to allowing the airport to provide an adequate level of service.
- **Mixed-Use/Non-Retail.** An area of land located west of the airport is zoned as mixed-use/non-retail. This area of land may be developed to accommodate office complexes and light manufacturing. Future facilities could possibly be airport related.
- **Industrial/Manufacturing, Recreation, and Open Space.** There are no areas zoned for industrial/manufacturing, recreation, or open space within the Study Area.

3.1.2 Environmental Consequences

3.1.2.1 No-Build Alternative

With the No-Build Alternative, the existing land use would likely remain consistent with the existing conditions, or would change in the future according to future land use independent of the Eastern Hills Drive and Connecting Roadways project. The primary limitation on future conversion of land would be the ability of the existing roadways to serve future development. The roads that would serve the development that would occur with this alternative would be existing Eastern Hills Drive in the northern and central portions of the Study Area, and State Orchard Road and IA 92 in the southern portion of the Study Area.

3.1.2.2 Preferred Alternative

The Preferred Alternative is compatible with future land uses and would allow for future planned development. The Preferred Alternative would require land acquisition, including partial acquisition of land from three businesses (Dappen Tree Farm, Dean Bennett Landscape Company, and Deaf Missions Inc.) and six residential relocations, as outlined in Section 3.4, Acquisitions and Relocations. The Preferred Alternative would enhance connectivity and could provide the opportunity to realize the proposed future commercial land uses within or near the Study Area. The Preferred Alternative is anticipated to conform to all zoning ordinances associated with future land uses.

3.1.3. Indirect Land Use Impacts

Land within and adjacent to the Study Area that is currently undeveloped or in agricultural use would likely transition to different land uses, such as residential and commercial. This is consistent with the future land use plan (Snyder & Associates 2002) and current land uses in the area.

3.2 Communities and Neighborhoods

This section discusses the potential community and neighborhood impacts associated with each alternative. Impacts on a community can be beneficial or adverse and include, but are not limited to, making changes to a neighborhood, separating residences from community facilities, removing businesses, or creating an opportunity for economic development and reinvestment in the neighborhood. Impacts on schools, recreation areas, bicycle and pedestrian facilities, religious and educational institutions, and emergency services such as police, fire, and ambulance are important components of this assessment.

Community cohesion “refers to the quantity and quality of interactions among people in a community” (Litman 2014). Decisions made in transportation projects can affect community cohesion both negatively and positively by changing the quantity and quality of those interactions. Community cohesion can be affected by the impact the project has on:

- The quality of the sidewalks, paths, streets, parking lots, and traffic volumes on local roads,
- The amount of walking that occurs in the neighborhood, and opportunities for interactions, and
- Land use mix, such as locating stores, cafes, parks and schools within neighborhoods, creating opportunities for interactions.

3.2.1 Affected Environment

The PMT reviewed population information from the U.S. Census Bureau’s 2010 Census for the Study Area, the city of Council Bluffs, Pottawattamie County, and the State of Iowa. The Study Area includes three census tracts. The term census tract refers to a statistical subdivision of a county or equivalent entity, with a typical population between 1,200 and 8,000 people (U.S. Census Bureau 2012). The three census tracts include 10,598 residents as of the 2010 Census (U.S. Census Bureau 2010). **Exhibit 3.4, U.S. Census Tract and Block Group Map**, shows census tract and block group boundaries.

While the 2010 Census is the most recent census to be completed, the U.S. Census Bureau also completes the American Community Survey (ACS) each year to provide a continuous profile of how communities are changing, filling in the gaps between each 10-year census. The 2013 ACS provides data for the city of Council Bluffs, Pottawattamie County, and the State of Iowa (U.S. Census Bureau 2014). Study Area data were provided by MAPA. The PMT included available data from the 2013 ACS in **Table 3.1, Race and Ethnicity Assessment; Table 3.2, Age Assessment; Table 3.3, Income Levels and Distribution; and Table 3.4, Education Level.**

3.2.1.1 Race and Ethnicity

Of the residents that live in census tracts within the Study Area, 96.5 percent are classified as white (non-Hispanic). Within the Study Area census tracts, the two largest minority groups are Black/African American and Hispanic or Latino. In comparison, the city, Pottawattamie County, and the State of Iowa have a higher percentage of Hispanics or Latinos and a higher percentage of Black/African Americans than the Study Area (U.S. Census Bureau 2014). The race and ethnicity characteristics are shown in **Table 3.1**. In Census Tract 317, Block Group 2 has a much higher proportion of Black/African American population, but this block group is outside the Study Area and is influenced by the population at Iowa Western Community College.

Table 3.1
Race and Ethnicity Assessment

	Census Tract 316.01			Census Tract 316.02		Census Tract 317				City	County	State
	Block Group			Block Group		Block Group						
	1	2	3	1	2	1	2	3	4			
Total Persons	1,343	2,010	940	1,581	1,269	852	1,242	1,301	1,119	62,230	93,158	3,046,355
Race (% of population)												
White	97.2	98.1	96.3	98.3	96.7	95.5	80.0	96.9	97.3	90.9	92.9	91.3
Black/ African American	0.4	0.2	0.3	0.3	0.6	0.1	13.8	0.4	0.2	1.9	1.4	2.9
American Indian	0.0	0.0	0.2	0.2	0.1	0.5	1.0	0.1	0.4	0.6	0.5	0.4
Asian	1.0	0.5	0.7	0.5	0.6	0.6	0.8	0.7	0.7	0.7	0.6	1.7
Native Hawaiian and Other Pacific Islander	0.0	0.0	0.0	0.0	0.1	0.0	0.3	0.1	0.0	0.0	0.0	0.1
Other Race	0.2	0.3	2.0	0.0	1.1	2.0	2.1	0.3	0.5	3.6	2.7	1.8
Two or more Races	1.2	0.7	0.4	0.7	0.9	1.3	2.1	1.5	0.9	2.4	1.9	1.8
Ethnicity (% of population)												
Hispanic or Latino	2.4	2.6	3.3	0.8	2.5	5.8	4.3	1.3	1.7	8.5	6.6	4.9
Non Hispanic or Latino	97.6	97.4	96.7	99.2	97.5	94.2	95.7	98.7	98.3	91.5	93.4	95.1

Source: U.S. Census Bureau 2014.

3.2.1.2 Age

The population of the census tracts including the Study Area is generally older than the city and county averages. The Study Area has a higher percentage of people over 65 than the city and the county (U.S. Census Bureau 2014). The age profile is shown in **Table 3.2**.

Table 3.2
Age Assessment

	Census Tract 316.01			Census Tract 316.02		Census Tract 317				City	County	State
	Block Group			Block Group		Block Group						
	1	2	3	1	2	1	2	3	4			
Total Persons	1,343	2,010	940	1,581	1,269	852	1,242	1,301	1,119	62,230	93,158	3,046,355
Age (% of population)												
Under 18	18.5	26.7	30.5	22.1	18.5	18.0	5.9	25.6	17.1	24.1	24.1	23.9
18 and over	81.5	73.3	69.5	77.9	81.5	82.0	94.1	74.4	82.9	75.9	75.9	76.1
20-24	7.7	3.1	2.8	3.2	4.6	5.9	24.9	3.2	8.1	7.3	6.3	7.0
25-34	9.8	7.6	9.8	6.8	5.8	15.6	7.2	7.5	8.9	14.0	12.4	12.6
35-49	16.8	22.1	23.6	21.9	15.8	14.9	6.2	21.1	15.3	19.1	19.6	19.1
50-64	22.0	24.8	22.1	25.1	17.9	21.1	4.8	27.1	22.3	18.5	20.2	19.6
65 and older	22.3	13.7	8.7	18.8	34.4	23.2	6.5	13.4	25.3	13.5	14.3	14.9

Source: U.S. Census Bureau 2014.

3.2.1.3 Income

The PMT examined two ways of measuring income: median and per capita. Median household income is measured by taking all of the annual incomes reported during the 2010 Census by households in an area, and calculating the income level that half of the households are above and half of the households are below. Per capita income is measured by adding all of the incomes reported for an area together and dividing by the number of people in the area. The income levels and poverty status are indicated in **Table 3.3**. People considered to be living in poverty are those who live in households with incomes at or below the U.S. Department of Health and Human Services poverty guidelines of \$33,075 (in 2010), for a family of four (U.S. Census Bureau 2014).

Table 3.3
Income Levels and Distribution

	Census Tract 316.01	Census Tract 316.02	Census Tract 317	City	Pottawattamie County	State of Iowa
Median Household Income	86,691	66,375	62,316	43,388	49,941	51,129
Per Capita Income	42,687	26,555	29,928	22,166	25,239	26,545
Individuals Below Poverty Level (%)	1.6	5.0	9.7	15.9	13.2	12.2

Source: U.S. Census Bureau 2014.

Median household income and per capita income are higher for the census tracts in the Study Area than for surrounding jurisdictions. The percent of individuals below the poverty line is lower for the Study Area than for the surrounding jurisdictions.

3.2.1.4 Education

Education levels were not consistent within the Study Area and the surrounding jurisdictions, as indicated by the education profile in **Table 3.4**. The percent of residents who earned a high school diploma, including equivalency or higher, and the percent of residents who earned a bachelor's degree or higher were greater in the Study Area than in the surrounding jurisdictions.

Table 3.4
Education Level

	Census Tract 316.01	Census Tract 316.02	Census Tract 317	City	Pottawattamie County	State of Iowa
Population 25 years and over	2,773	1,910	2,672	40,578	61,779	2,013,629
Education Level (% of population)						
Less than 9th Grade	0.3	2.5	1.8	4.2	3.6	3.7
9th to 12th grade, no diploma	1.5	4.2	7.1	8.9	7.2	5.6
High School Graduate	15.1	33.8	26.3	36.4	36.5	33.1
Some College, no degree	28.5	23.9	22.9	24.2	24.2	21.9
Associate's Degree	16.8	9.4	14.1	9.9	10.4	10.3
Bachelor's Degree	22.8	18.3	17.8	11.7	13.1	17.5
Graduate or Professional degree	15.0	8.0	9.9	4.7	5.1	7.8

Source: U.S. Census Bureau 2014.

3.2.1.5 Churches/Religious Organizations

First Christian Church is located at 20794 IA 92 in the Study Area. The place of worship/church has two access entrances off of IA 92. Also within the Study Area is Deaf Missions Inc., located at 21199 Greenview Road and has an access for a residence used by students during teaching sessions, and a training center with a separate access. See Exhibit 3.1 for locations of these organizations.

3.2.1.6 Schools, Hospitals, Emergency Services, and Community Centers

There are no schools, hospitals, emergency services, or community centers located in the Study Area.

3.2.1.7 Parks and Recreation

There are no existing parks located in the Study Area. The Council Bluffs Parks and Recreation Master Plan Update (Council Bluffs Parks, Recreation, and Public Property Department 2012) is currently being revised. A draft of the Master Plan Update recommended siting "Neighborhood Park C" in an area east of State Orchard Road and south of Eastern Hills Drive, which is in the Study Area. The Town n' Country Aqua Club is a private pool located at 15444 Cherry Tree Lane. The pool is located outside the Study Area, but is accessed along Cherry Tree Lane within the Study Area. A bicycle and pedestrian trail is located along Eastern Hills Drive extending along the Hills of Cedar Creek subdivision (see Section 3.2.1.10, Bicycle and Pedestrian Facilities, for further description), and proposed bicycle trails are located in and adjacent to the Study Area, as shown in **Exhibit 3.5, Existing and Proposed Recreational Trails and Park**.

3.2.1.8 Community Businesses

Dappen Tree Farm (20873 Greenview Road) and Dean Bennett Landscape Company (1569 and 1705 State Orchard Road) are two community businesses located in the Study Area (see **Exhibit 3.1**).

3.2.1.9 Traffic Patterns

The existing travel patterns to traverse the Study Area include using existing Eastern Hills Drive in a north-south orientation and using IA 92, Greenview Road, Cedar Lane, McPherson Avenue, and US 6 in an east-west orientation. There is a disconnect along Eastern Hills Drive between the northern terminus of Eastern Hills Drive in the Hills of Cedar Creek subdivision and Cedar Lane. Traffic south of Cedar Lane requires multiple turns in order to reach arterials such as IA 92.

3.2.1.10 Bicycle and Pedestrian Facilities

There are no existing bicycle or pedestrian facilities in the Study Area with the exception of the trail along Eastern Hills Drive adjacent to the Hills of Cedar Creek subdivision. The trail starts east of the State Orchard Road intersection and continues to Cedarbrook Drive (approximately 0.24 mile), where it transitions to a 4-foot-wide paved sidewalk extending north to the Eastern Hills Drive terminus (approximately 0.56 mile). The Recreation Trails Master Plan map (Council Bluffs Parks, Recreation, and Public Property Department 2013) shows this existing unnamed trail segment and four proposed trails in the vicinity of the project.

Current and proposed trails in the Study Area are shown in **Exhibit 3.5** (for convenience of identifying unnamed trails, they are numbered below and in the figure, but they are not publicly known by these numbers) and include:

1. An unnamed existing trail segment extending northeast along Eastern Hills Drive from State Orchard Road to the end of the Hills of Cedar Creek subdivision
2. An unnamed future trail segment extending north along the proposed extension of Eastern Hills Drive from the Hills of Cedar Creek subdivision to the existing Eastern Hills Drive north of Cedar Lane and following the roadway to its connection with US 6
3. An unnamed future trail connection extending southwest from the existing trail segment near the intersection of Eastern Hills Drive and State Orchard Road, through IA 92 along Concord Loop, and connecting to an existing trail along Valley View Drive
4. An unnamed future trail connection west of State Orchard Road along Greenview Road and connecting to an existing trail along Greenview Road
5. An unnamed future trail connection north and northwest of State Orchard Road from its current intersection with Eastern Hills Drive, west along McPherson Avenue, and connecting with an existing trail along Valley View Drive

3.2.2 Environmental Consequences

3.2.2.1 No-Build Alternative

There would be no direct impacts on any race or ethnicity, age group, low-income population, or populations at a particular educational level with the No-Build Alternative. In addition, there would be no direct impacts on community or neighborhood facilities, including places of worship/churches, schools, hospitals, community centers, parks, recreation facilities, and

community businesses with the No-Build Alternative. The only effects on emergency services could be the potential increase in response times with additional traffic and congestion on the existing roads in the future. The current need for improved emergency access would not be met, and the problem would worsen with increased future traffic. The No-Build Alternative would not provide any additional bicycle or pedestrian facilities. It would not decrease the traffic volume on local streets, such as Eastern Hills Drive and Greenview Road. The No-Build Alternative would not improve community cohesion because a roadway and trail would not be constructed, thereby preventing the connection of the existing neighborhoods.

3.2.2.2 Preferred Alternative

The Preferred Alternative would not directly impact any community or neighborhood facilities, including schools, hospitals, or community centers, except for temporary impacts on a trail (discussed further in this section). Although no facility buildings would be impacted, a small amount of land would be acquired from First Christian Church. The Preferred Alternative is not anticipated to cause any change in race or ethnicity, age, low-income, or educational population statistics within and near the Study Area. Based on the range of housing prices in the area of eastern Council Bluffs, it is likely that the proportion of housing in the \$200,000 to \$500,000 would likely increase compared to the amount in the rest of Council Bluffs.

Emergency services would benefit from the improved connectivity between IA 92 and US 6. Access from the Lewis Township Fire Department and city of Council Bluffs Fire Station 4, shown in **Exhibit 3.1**, would be improved. Response times would be reduced compared to current conditions, as would future congestion, if Eastern Hills Drive were connected. Additionally, completion of Eastern Hills Drive between the northern termini in the Hills of Cedar Creek subdivision and Cedar Lane would provide another emergency access location. Currently, the only emergency access route to the Hills of Cedar Creek subdivision is from State Orchard Road.

The Preferred Alternative would require partial acquisition of land from First Christian Church, Dappen Tree Farm, Dean Bennett Landscape Company, and Deaf Missions Inc. The estimated acquisition area required for ROW from First Christian Church would be approximately 5.10 acres; church buildings would be unaffected. Representatives from the church have stated in public information meeting comments that they are amenable to the construction of the Preferred Alternative. The estimated acquisition area required for ROW from Dappen Tree Farm, Dean Bennett Landscape Company, and Deaf Missions, Inc. would be approximately 1.36 acres, 0.02 acre, and 0.04 acre, respectively.

The existing bicycle and pedestrian trail along Eastern Hills Drive would be extended from IA 92 to US 6. When completed, the trail would be approximately 4.1 miles long. Sections of 10-foot-wide trail would also be developed within the project limits on the north side of Greenview Road east and west of its intersection with the extended and expanded Eastern Hills Drive, on the west side of State Orchard Road north of its intersection with Eastern Hills Drive, and on the south side of Steven Road and Cedar Lane. The trails would be consistent with the alignments shown on the city of Council Bluffs Recreation Trails Master Plan (Council Bluffs Parks, Recreation, and Public Property Department 2013). Completion of the trail system segments would benefit the community and local neighborhoods.

The Hills of Cedar Creek subdivision would incur temporary impacts with road expansion and upgrade of the sidewalk to a 10-foot-wide trail on the eastern side of the Eastern Hills Drive. Construction in the Study Area would result in some traffic restrictions, noise, dust, and other construction impacts that would be considered adverse by local residents and people traveling through the area. Following construction of the project, traffic along Eastern Hills Drive and connecting roadways such as State Orchard Road is projected to increase. The increased traffic and noise could also be perceived by residents as adverse. However, the projected noise increase based on traffic would not be adverse compared to FHWA criteria (see Section 3.10.2).

Implementation of the Preferred Alternative would improve community cohesion in the Study Area through the following strategies recommended by the PMT:

- The improved Eastern Hills Drive would provide a pedestrian-friendly corridor using sidewalks, paths, crosswalks, and other potential crossing enhancements.
- The new Eastern Hills Drive alignment would feature a raised median with landscaping as well as landscaping along the sides of the new alignment.
- The speed limit would be set at 35 mph.

These improvements in bicycle and pedestrian facilities and aesthetics would enhance the ability of residents to walk in the neighborhood, thereby increasing interactions between residents of the neighborhood and, in turn, community cohesion. The improvements would be ADA compliant and would help those with disabilities travel throughout the Study Area.

Implementation of the Preferred Alternative would also improve line-of-sight distances by reducing the number of blind spots along Greenview Road. The proposed improvements in line-of-sight and installation of the trail would reduce pedestrian and vehicle conflicts and overall visibility in the travel corridor, thus benefitting transportation safety.

3.2.3 Indirect Community and Neighborhood Impacts

A new roadway with better access could lead to new development. These new developments may take the form of neighborhood businesses or infill housing. The overall neighborhood health and fitness could improve with better access to improved sidewalks and paths.

3.2.4 Community and Neighborhood Impacts Mitigation

The disruption of the community and neighborhoods by construction traffic, noise, and dust would be mitigated by conducting work during regular working hours, maintaining construction equipment to reduce noise, and watering construction sites to minimize dust. See Section 3.10.3 for discussion of noise mitigation and Section 3.11.5 for discussion of air quality mitigation.

3.3 Parks and Recreation Facilities

This section discusses the existing parks and recreation facilities within the Study Area and examines the impacts and compatibility of the alternatives on these areas.

3.3.1 Affected Environment

Section 4(f) of the U.S. Department of Transportation Act of 1966 provides for special treatment of publicly owned parks and recreation facilities, wildlife and waterfowl refuges, and certain historic sites meeting eligibility requirements for listing on the National Register of Historic Places (NRHP). Parks and recreation facilities determined by FHWA to be eligible for

Section 4(f) consideration either require analysis that demonstrates that no feasible or prudent alternative exists to the acquisition of land from the parks and/or recreation facilities for transportation purposes, or a de minimis finding that the impacts are minor and would not adversely affect the activities, features, or attributes of the parks or recreation facilities. No wildlife or waterfowl refuges are in or near the Study Area. Potential historic sites and the potential for Section 4(f) related impacts on historic properties are discussed further in Section 3.9, Historic and Archaeological Resources. Lands and facilities identified as meeting the basic purpose and intent of Section 4(f) are considered prime candidates for avoidance, unless the avoidance would have serious social or environmental consequences.

Section 4(f) protects properties from two types of impacts, as follows:

- **Direct Use.** A direct use impact occurs when a property protected by Section 4(f) is permanently incorporated into a transportation facility or is temporarily occupied, causing effects that are considered adverse. Removal of a historic property is considered a direct use.
- **Constructive Use.** A constructive use impact occurs when a project does not incorporate (or remove) a property protected by Section 4(f) but is so close to the property that the activities, features, or attributes of the property are substantially impaired.

In addition, the Land and Water Conservation Fund (LWCF) Act provides federal funds for acquisition and development of recreational land. The intent of the LWCF Act is to protect land used for outdoor recreational purposes. The LWCF Act stipulates in Section 6(f) that any land planned, improved, or developed with LWCF funds cannot be converted to any use other than outdoor recreational use unless replacement land of at least equal fair market value and reasonably equivalent usefulness is provided. Similar to the Section 4(f) requirements, the LWCF Act requires an analysis that demonstrates that no feasible or prudent alternative exists to the taking of LWCF-funded land.

The Town n' Country Aqua Club is a private pool located outside the Study Area, but is accessed via Cherry Tree Lane within the Study Area; as a private property, the pool is not a Section 4(f) property. There are no parks located in the Study Area. As noted in Section 3.2.1, a proposed park would be located south of Eastern Hills Drive in the Study Area. There is also an existing bicycle and pedestrian trail located along Eastern Hills Drive in the Hills of Cedar Creek subdivision and four proposed trails in the Study Area. The proposed park is identified in the Council Bluffs Parks and Recreation Master Plan Update (Council Bluffs Parks, Recreation, and Public Property Department 2012). The existing and proposed trails/paths are shown in the city's Recreation Trails Master Plan (Council Bluffs Parks, Recreation, and Public Property Department 2013). **Exhibit 3.5** shows the locations of the existing and proposed parks and trails. The Council Bluffs Parks, Recreation, and Public Property Department confirmed that the existing trail is a recreational property under city jurisdiction, open to the public, and is considered to be a significant property (Council Bluffs Parks, Recreation, and Public Property Department 2015). A study was conducted in accordance with Iowa DOT and FHWA requirements for Section 4(f) and determined that the existing bicycle and pedestrian trail is considered to be a Section 4(f) resource, but the proposed park and trails are not Section 4(f) resources (HDR 2014a).

3.3.2 Environmental Consequences

3.3.2.1 *No-Build Alternative*

The No-Build Alternative would have no impact on parks. However, the trail along Eastern Hills Drive shown extending north to US 6 and south past IA 92 would not be realized without the proposed project. There would be no Section 4(f) direct or constructive use.

3.3.2.2 *Preferred Alternative*

The Town n' Country Aqua Club would not be affected by the project because no property would be acquired and access would be maintained during construction. The existing bicycle and pedestrian trail would be extended as a 10-foot-wide trail north and south and would be consistent with the alignment shown in the city's Recreation Trail Master Plan (Council Bluffs Parks, Recreation, and Public Property Department 2013). Ultimately, the trail along Eastern Hills Drive from IA 92 to US 6 would be approximately 4.1 miles long. The 4-foot-wide sidewalk, which is approximately 3,000 feet long, along Eastern Hills Drive from Cedarbrook Drive to the current dead end would be modified to a 10-foot-wide trail.

During construction, there would be only a temporary occupancy of the existing trail segment, which would not result in a direct or constructive use. The temporary occupancy would not be adverse. Coordination occurred with the Council Bluffs Parks, Recreation, and Public Property Department to confirm that there would be no adverse impacts and that the project qualifies for a Temporary Occupancy Exception when all of the conditions set forth in 23 CFR 771.13(d) are met. Appendix B includes the January 7, 2015, letter submitted by Council Bluffs Public Works Department to the Council Bluffs Parks, Recreation, and Public Property Department, and the response, also dated January 7, 2015. In addition, Appendix B includes a letter from the Council Bluffs Parks, Recreation, and Public Property Department to the Council Bluffs Public Works Department dated January 8, 2015, that summarizes the results of the coordination that has taken place between the two departments.

Conversion of the 4-foot-wide sidewalk to a 10-foot-wide trail would be a benefit to the trail system, raising it to a higher level of use. In addition, the proposed construction of 10-foot-wide trails along other roadways in the Study Area would enhance recreation opportunities and be consistent with the city's trail plan.

3.4 Acquisitions and Relocations

3.4.1 Affected Environment

The Study Area includes residences located in several subdivisions as well as rural residential properties outside of these subdivisions (see **Exhibit 3.3**). The majority of the homes in the residential developments is less than 15 years old and consists of ranch or two-story style homes. These homes generally range in price from \$165,000 to \$300,000 and include approximately 2,000 to 3,000 square feet of livable area. The Hills of Cedar Creek subdivision includes several houses and lots for sale.

The Study Area also includes one place of worship/church (First Christian Church) and two businesses (Dappen Tree Farm and Dean Bennett Landscape Company) (see **Exhibit 3.1**). Dappen Tree Farm sells Christmas trees, and the Dean Bennett Landscape Company sells landscaping materials and provides landscaping services.

3.4.2 Environmental Consequences

3.4.2.1 *No-Build Alternative*

The No-Build Alternative would have no direct impact on residences and businesses located in the Study Area. However, future development independent of the proposed project could occur and result in impacts on residences and businesses.

3.4.2.2 *Preferred Alternative*

Approximately 78 acres of land would be acquired through temporary and permanent easement for the construction of the Preferred Alternative. The Preferred Alternative would require the acquisition of six homes and partial acquisition of 235 other property parcels, including partial acquisition of land from Dappen Tree Farm, Dean Bennett Landscape Company, Deaf Missions Inc., and First Christian Church. **Exhibit 3.6A** shows the locations of these properties. A relocation assistance program is offered to property owners and tenants who are displaced by federally funded projects; this program includes relocation assistance advisory services and payment for moving expenses. Property acquisition and relocations would be conducted by the city of Council Bluffs in accordance and compliance with the federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Uniform Act), as amended by the Surface Transportation Assistance Act of 1987 and 49 CFR Part 24, effective April 1989. The Uniform Act requires that just compensation be paid to the owner of private property taken for public use, which is based on an independent appraisal and a review appraisal for the property to be acquired. In addition, Iowa Code chapter 316, the “Relocation Assistance Law,” establishes a uniform policy for the fair and equitable treatment of displaced persons that serves to minimize the hardships of relocation. Relocation assistance would be made available to all affected persons without discrimination. A similar process is followed for commercial property displacements. Relocation assistance agents would be available to explain the acquisition and relocation process to all affected persons. Current listings of comparable properties would be provided. Problems that may arise concerning relocations would be addressed by the state’s commitment to the provisions of 49 CFR 42.404, Replacement Housing of Last Resort.

3.4.3 Availability of Replacement Property

The residents who would be displaced by the Preferred Alternative may choose to relocate within the Study Area or outside of the Study Area. Existing residential developments such as the Hills of Cedar Creek subdivision have available residential replacement property in the Study Area. There are vacant parcels in this development as well as other vacant land in the Study Area.

3.4.4 Acquisitions and Relocations Mitigation

Property acquisition and relocation assistance and advisory services would be provided by the city of Council Bluffs in accordance and compliance with the Uniform Act, as discussed in Section 3.4.2.2. ROW would be acquired in accordance with the Uniform Act, and FHWA policy would be followed when working with displaced individuals.

3.5 Environmental Justice

This section discusses the process for defining and identifying environmental justice populations, and the analyses performed as part of the environmental justice evaluation.

3.5.1 Affected Environment

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, mandates that federal agencies identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of proposed projects on minority and low-income populations. “Minority Population means any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity” (U.S. Department of Transportation 2012). “Low-Income Population means any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity” (U.S. Department of Transportation 2012).

Three underlying principles guide compliance with environmental justice requirements (FHWA 2013):

- “Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
- “Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- “Prevent the denial of, reduction in or significant delay in the receipt of benefits by minority and low-income populations.”

Minority and low-income populations were identified through 2010 Census data as well as through public outreach efforts, which solicited information from potential minority and low-income populations who live and work in the Study Area. Public outreach efforts included holding advertised public meetings, and mailing newsletters, notices, and updates to homes and businesses, including potential minority and low-income households. Additional public outreach materials were provided to public places and local places of worship/churches to be distributed to citizens who may not have received these materials through other means.

Section 3.2 provided statistics and discussion on the composition of the populations located in and near the Study Area, including minority and low-income populations (see **Table 3.1, Race and Ethnicity Assessment**). The statistics demonstrate that the Study Area does not contain a minority or low-income population in specific clusters or concentrations that differ substantially from the city or county as a whole.

3.5.2 Environmental Consequences

3.5.2.1 *No-Build Alternative*

The Study Area contains minority and low-income populations that are proportionally lower than these proportions in the city or the county as a whole. Impacts from the No-Build Alternative would be similar for all population groups in the Study Area regardless of demographic or socioeconomic characteristics. Environmental justice populations would experience the same changes as all populations in the Study Area. The No-Build Alternative would not directly impact any residents in the Study Area. Residents in the Study Area who travel to and from areas

north of US 6 would continue to take a longer route than if the proposed project were constructed. There would not be a disproportionate adverse impact on minority or low-income populations.

3.5.2.2 Preferred Alternative

The Study Area contains minority and low-income populations that are proportionally lower than these proportions in the city or the county as a whole. Impacts from the Preferred Alternative would be similar for all population groups in the Study Area regardless of demographic or socioeconomic characteristics. Minority and low-income populations would experience the same changes as all populations in the Study Area. See Section 3.4, Acquisitions and Relocations, for further discussion of relocations in the Study Area. Based on the lack of direct impacts on the minority and low-income populations located in this neighborhood, the Preferred Alternative does not have the potential to exert disproportionately high and adverse impacts upon any protected populations.

3.5.3 Ensuring Access to Information

There are several measures that have been and will continue to be employed to help ensure that the public has a full opportunity to participate in the decision-making process. Public involvement literature has been and will continue to be translated and made available in Spanish, as needed. Public meetings were held in Council Bluffs (the first three were at the Council Bluffs Public Library and the fourth was at the Council Bluffs Community Hall) for access to information, and for interaction with city staff, project designers, and project NEPA professionals.

Correspondence with the public has used and will continue to use a font type and size that is easy to read, and graphics or illustrations to help relay information. In addition to these strategies, the city has a website with project information available for viewing and download (<http://www.councilbluffs-ia.gov/index.aspx?NID=811>).

3.6 Economics

This section discusses the potential economic impact associated with the proposed roadway improvements. These potential impacts are discussed in terms of:

- Shifts in patterns of population movement and residential and commercial growth
- Changes in employment and economic activity

3.6.1 Affected Environment

The proposed roadway improvements are included in the MAPA 2035 *Long Range Transportation Plan* (LRTP) (MAPA 2014). The 2035 LRTP identifies ten planned roadway projects other than the Eastern Hills Drive and Connecting Roadways project in Council Bluffs and southwestern Pottawattamie County (see **Exhibit 3.7, MAPA 2035 Long Range Transportation Plan**). Iowa DOT's State Transportation Improvement Program (STIP) listed nine planned roadway projects including the Eastern Hills Drive and Connecting Roadways Project in Council Bluffs and southwestern Pottawattamie County (Iowa DOT 2014a). **Table 3.5, LRTP and STIP Area Projects** identifies the listed projects.

Table 3.5
L RTP and STIP Projects in or near the Study Area

Project	Length	Improvement
L RTP		
IA 192	1.0 miles	Reconstruction (I-80/I-29 to 16 th Avenue)
23 rd Avenue	2.0 miles	Widening from 2 lanes to 4 lanes
8 th Street	1.0 miles	Widening from 2 lanes to 4 lanes
IA 192	1.5 miles	Reconstruction (I-80/I-29 to 5 th Avenue)
Broadway	0.5 miles	Reconstruction
I-29	1.0 miles	Widening from 10 lanes to 12 lanes
I-80/I-29/I-480	NA	Bridge replacement
US 6	2.0 miles	Reconstruction
IA 27	6.0 miles	Widening from 2 lanes to 3 lanes
IA 92	6.0 miles	Reconstruction (I-29 East to L-45)
STIP		
Mid City Trail	13 miles	Bicycle/pedestrian trail grading
Iowa Riverfront Trail	6 miles	Bicycle/pedestrian trail grading
I-80 over Missouri River	NA	Bridge replacement
I-80/I-29/I-480	NA	10 bridge replacements
L-55	9 miles	Paving from Mills county line to US 6
IA 92	6 miles	Pavement rehab/widening (Keg Creek to Treynor)
I-80	53 miles	Patching from Missouri River to Cass County
Ped/Bike Trail	27 miles	Trail development from Council Bluffs to Crescent

Sources: MAPA 2014 and Iowa DOT 2014a.

Improvements to Greenview Road between County Road L-43 and Eastern Hills Drive and to Steven Road between Norwood Drive and Eastern Hills Drive are also associated with the Eastern Hills Drive and Connecting Roadways project.

A joint Revitalizing Iowa's Sound Economy (RISE) application was submitted by the city of Council Bluffs and Pottawattamie County to Iowa DOT in 2002 requesting assistance to widen Eastern Hills Drive from two to four lanes from US 6 to Cedar Lane (City of Council Bluffs and Pottawattamie County 2002). Iowa DOT provided 50 percent of the project cost, with the city of Council Bluffs and Pottawattamie County providing 25 percent, respectively. ROW to accommodate a four-lane divided roadway was acquired. Construction of a two-lane paved facility was completed between US 6/Three Bridge Road and Cedar Lane in 2006.

The widening of Eastern Hills Drive from two to four lanes from US 6 to Cedar Lane was completed to provide improved access from US 6 to the Council Bluffs Municipal Airport and development within the Little Pony Creek Watershed. The joint RISE application anticipated the creation of 2,700 jobs between 2005 and 2025. The joint application also anticipated \$162,000,000 in private sector investments (that is, residential, professional services, and neighborhood commercial) over a 20-year period (City of Council Bluffs and Pottawattamie County 2002).

The anticipated jobs to be created were based on several assumptions, including the following:

- Improvements to the Council Bluffs Municipal Airport
- Annexation of parcels within the Little Pony Creek Watershed into the city of Council Bluffs
- Extension of municipal utilities within the Little Pony Creek Watershed
- Ultimate completion of a connecting roadway between US 6 and IA 92
- Investment by the private sector

Recent improvements have been made to the Council Bluffs Municipal Airport. In addition, the city of Council Bluffs has incorporated a large area of the Little Pony Creek Watershed into the city, and the private sector has developed a 361-lot single-family residential subdivision (Hills of Cedar Creek).

The Little Pony Creek Watershed is expected to accommodate much of the population growth in the city of Council Bluffs. Urban development within the Eastern Hills Drive corridor is expected to continue. Historic annexations are shown in **Exhibit 3.8, Annexation Map**.

The city of Council Bluffs has continued to experience a moderate increase in population, employment, and development activity throughout the current economic downturn.

From 1990 through 2009, 2,732 one- and two-family residential lots were created. Residential subdivision activity decreased significantly in 2008 and 2009 but is expected to return to pre-recession levels by 2015. From 2000 through 2007, an average of 230 lots was created annually. From 1990 through 2009, the plotted subdivisions consumed 952 acres of land.

Subdivision activity is related to the demand for building sites. From 1990 through 2009, there were 3,483 one-family units and 170 two-family units constructed. As noted, the number of units constructed exceeded the number of lots platted.

The city of Council Bluffs has encouraged redevelopment and infill in the older residential neighborhoods. Infill lots were consumed at a rate of 54 lots annually from 1990 through 1999. The annual infill absorption decreased to 38 from 2000 through 2009. As the infill opportunities decrease, more development pressure will be placed in fringe areas, including the Little Pony Creek Watershed.

Iowa Workforce Development, together with the Pottawattamie County Growth Alliance, MidAmerican Energy Company, and Black Hills Energy, completed a study of workforce characteristics in 2010 (Iowa Workforce Development 2010). The workforce analysis addressed underemployment; the availability and willingness of current and prospective employees to change employment within the workforce; and current and desired occupations, wages, hours worked, and distance willing to commute to work.

The study reported that 457,249 persons were in the Council Bluffs laborshed area,¹ of which 175,315 persons were likely or somewhat likely to change or accept employment. Of these 175,315 persons, 148,095 were employed, 7,982 were underemployed, 13,344 were classified as homemakers, and 4,897 were retired (Iowa Workforce Development 2010).

¹ The Council Bluffs laborshed area includes areas with residents that would be willing to commute to the Council Bluffs area for an employment opportunity.

Employment by industrial classification is summarized in Table 3.6.

Table 3.6
Employment By Industry

Industry	% of Workforce	# Employed
Wholesale & Retail Trade	21.7	68,464
Health Care & Social Services	15.6	49,218
Education	13.5	42,593
Manufacturing	11.0	34,705
Finance, Insurance, & Real Estate	8.6	27,133
Personal Services	5.8	18,299
Professional Services	5.5	17,353
Transportation, Communications, & Public Utilities	4.9	15,460
Construction	4.9	15,460
Government & Public Administration	4.0	12,620
Agriculture, Forestry, & Mining	1.8	5,679
Entertainment & Recreation	1.5	4,733
Active Military Duty	1.2	3,785

Source: Iowa Workforce Development 2010.

3.6.2 Environmental Consequences

3.6.2.1 No-Build Alternative

The No-Build Alternative would be inconsistent with the LRTP and STIP. In addition, the No-Build Alternative would not support goals as envisioned and set forth under the Iowa DOT RISE program. The unintended consequence would be increased difficulty in achieving the number of jobs set forth in the application for RISE program funding.

The No-Build Alternative would not provide a roadway facility intended to accommodate increased traffic to and from the Council Bluffs Municipal Airport, either north from IA 92 or south from US 6.

3.6.2.2 Preferred Alternative

The Preferred Alternative would be consistent with the LRTP and STIP and would support goals set forth in the Iowa DOT RISE program. The Preferred Alternative also would provide a roadway facility intended to accommodate increased traffic demand in the area, including the Council Bluffs Municipal Airport and future commercial and residential development. Construction employment in the local area would increase for construction of the Preferred Alternative.

The Preferred Alternative would negligibly affect Dean Bennett Landscape Company based on the minimal land affected, but would have an economic impact on Dappen Tree Farm. Approximately 1.36 acres of Dappen Tree Farm of the 21.68 acre parcel would be acquired for construction of Eastern Hills Drive; this would constitute approximately 6.3 percent of the parcel area. This would have a negative impact on the tree farm business because fewer trees would be on the property, resulting in the potential loss of sales. The owners of Dappen Tree Farm would be paid accordingly for the property acquisition in fee title and temporary construction easements

on the tree farm property. Conversely, the extension of Eastern Hills Drive adjacent to Dappen Tree Farm would provide higher visibility to the business. This could increase the potential for attracting more people to the tree farm, potentially increasing sales.

The Preferred Alternative would require partial acquisition of land from First Christian Church but would not affect the church buildings or operation of the organization.

The acquisition of ROW for the Project would slightly reduce the tax base of the city and county, but future development would more than compensate for the temporary reduction in the tax base in the Study Area.

During construction of components of the Preferred Alternative, the proportion of workforce in construction activities would likely increase, resulting in a slight drop in local unemployment. The amount of change is anticipated to be minimal given the large employment market. After construction, the improved roadway connectivity of the area could facilitate future development of commercial areas identified in future land use plans. Consequently, there could be a slight increase in commercial industries and local employment.

3.7 Aesthetic and Visual Resources

3.7.1 Affected Environment

This section describes how the Study Area is viewed from within, and towards, the six segments discussed in the alternatives analysis in Sections 2.7.3 and 2.8. The viewshed (that is, an area of land, water, or other environmental element that is viewed by people at ground level) is visible along the segments and from outside the Study Area. Given the rolling terrain, the viewshed perspectives in this area are typically limited to approximately 0.5 mile or less. A brief characterization of the each segment of the Study Area is as follows:

- **Segment A (Eastern Hills Drive from US 6 south to McPherson Avenue).** Land adjacent to the roadway includes undeveloped land, agricultural land, and single-family residential properties.
- **Segment B (Eastern Hills Drive from McPherson Avenue south to Cedar Lane).** This area consists of undeveloped and agricultural land west of Eastern Hills Drive and the Council Bluffs Municipal Airport east of Eastern Hills Drive.
- **Segment C (Eastern Hills Drive from Cedar Lane southwest to State Orchard Road).** The area includes undeveloped land and residential dwellings from Cedar Lane southwest to State Orchard Road, with a landscape company near the intersection of Eastern Hills Drive and State Orchard Road.
- **Segment D (New alignment east of Little Pony Creek from State Orchard Road south to IA 92, with the south terminus located at the intersection of State Orchard Road and IA 92).** This area, from State Orchard Road south to the southern terminus, consists of residential developments, real estate lots, agricultural land, a tree farm, and a church.
- **Segment E (Greenview Road from Glen Oaks Drive east to Cottonwood Road/County Road L-43).** This area, from Glen Oaks Drive east to Cottonwood Road, consists of residential developments, real estate lots, and agricultural land. Pony Creek traverses the east portion of this area.

- **Segment F (Reconstruction of Cedar Lane and new alignment of Steven Road from Norwood Drive east to Cedar Lane).** This area consists of undeveloped land and Cedar Lane ROW from Steven Road and Norwood Drive east to the intersection of Eastern Hills Drive and Cedar Lane.

In summary, similar views of residences, agricultural land, and streams exist throughout the Study Area, with the northern and southern termini of the Project including the transportation corridors of US 6 and IA 92, respectively. First Christian Church is viewable from IA 92 and sporadically along State Orchard Road near its intersection with IA 92. Both businesses in the Study Area are related to natural resources (trees).

3.7.2 Environmental Consequences

3.7.2.1 *No-Build Alternative*

With the No-Build Alternative, the visual resources in the Study Area would remain unchanged; no effects on visual resources would be anticipated. However, future development could occur and cause the viewsheds to change over time through construction of new housing and commercial ventures.

3.7.2.2 *Preferred Alternative*

Construction of the Preferred Alternative would cause short-term effects on visual resources, but these would be minor and temporary. Views of construction equipment would change over time as construction activities are completed and construction moves on to another area of the project. Implementation of the project would result in permanent physical changes to the built environment through completion of a gap in the current Eastern Hills Drive roadway, expansion of the roadway in some locations, and realignment in another location. A summary of long-term changes is provided below by portions of the Preferred Alternative.

Northern Portion of Preferred Alternative (Segments A, B, and C)

In general, the viewshed in the northern portion of the Study Area would be similar to what currently exists if the Preferred Alternative were constructed. Eastern Hills Drive would appear wider where there is existing ROW, with four travel lanes instead of two. The view from the road and of the roadway corridor would not greatly change because the existing roadway traverses this area except for a small gap from Cedar Lane to the dead end of Eastern Hills Drive in the Hills of Cedar Creek subdivision.

Southern Portion of the Preferred Alternative (Segment D)

Eastern Hills Drive would be located on a new alignment through this portion of the Study Area. This area would exhibit the greatest viewshed change in or near the Study Area. One would see more pavement from the new roadway as well as a multi-use trail adjacent to the new roadway. However, existing roadways and connections are in this area, so realignment would not result in a dramatic viewshed change for the traveler along the alignment or the viewer outside of the Study Area.

East/West Portion of the Preferred Alternative (Segments E and F)

Improvements to Greenview Road would not dramatically change the viewshed from the roadway or from outside the Study Area. Improvements would be made to provide a greater line-of-sight along the existing roadway and would allow for views of the rolling hillsides from the

roadway. Existing Cedar Lane would be improved with a connection to Steven Road on a new alignment. The viewshed in this portion of the Study Area would not greatly change because a roadway currently exists through most of the proposed alignment.

3.8 Regulated Materials

3.8.1 Affected Environment

This section discusses potentially contaminated sites within or near potential areas of construction. Such sites do contain or could contain Recognized Environmental Conditions (RECs). RECs are sites with regulated substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any regulated substances or petroleum products.

The purpose of a regulated materials review is to identify properties along the project corridor that are, or could be, contaminated with regulated materials. For the purposes of this document, the term “regulated materials” is an all-inclusive term used to describe materials that require special management to protect human health and the environment. The term includes materials regulated as solid waste, hazardous materials, hazardous substances, hazardous wastes, petroleum products, and other materials or emissions defined and regulated by state and federal laws. Regulated materials include the generation, storage, disposal, and release of any hazardous substance or petroleum product within the scope of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) and the Resource Conservation and Recovery Act (RCRA). Contamination of properties typically occurs from past use and improper handling or disposal of regulated materials. ROW acquisition or construction of the proposed project on or near contaminated properties may pose legal liabilities, project delays, construction safety concerns, or impacts on the natural environment if impacted soil or groundwater is encountered. Early identification of these properties is an important consideration in project planning and design, and in the development of alternatives.

A Phase I Environmental Site Assessment was completed in August 2009 pursuant to the processes described in the American Society for Testing and Materials (ASTM) Standard Practice E1527-05 to determine regulated material sites in or near the Study Area (Snyder & Associates 2009a). In 2013, ASTM published a new standard, Standard Practice E1527-13. Standard Practice E1527-13 clarified the requirements necessary to establish the innocent landowner defense under CERCLA and required that vapor intrusion be evaluated as part of a Phase I Environmental Site Assessment. Vapor intrusion generally occurs when there is a migration of volatile chemicals from contaminated groundwater or soil into an overlying building, similar to radon gas seeping into homes. Although the August 2009 Phase I Environmental Site Assessment did not address vapor intrusion, the level of investigation was considered sufficient; as described below, there are no known potential vapor hazards in the Study Area.

Information obtained from the records search, historical aerial photography, and site reconnaissance was used to identify and evaluate the potential for RECs affecting, or being affected by, the project.

Environmental Data Resources Inc. (EDR) produced a regulated materials database that was used to identify regulated materials sites in the Study Area and nearby properties in 2009. EDR searched for the following types of regulated materials sites:

- Underground storage tanks (USTs) and leaking underground storage tank (LUSTs)
- Resource Conservation and Recovery Information System (RCRIS) sites, in support of RCRA
- Toxic Release Inventory (TRI) sites
- Permit Compliance System (PCS) sites, in support of the National Pollutant Discharge Elimination System (NPDES)
- Aerometric Information Retrieval System (AIRS) sites
- CERCLA sites, also known as Superfund
- Any other known regulated materials sites that fall under the jurisdiction of EPA

During preparation of this FEIS, a regulated materials database search was conducted in November 2014 to review the Study Area for updated information on the regulated materials sites identified in the DEIS and to determine if there were any RECs (HDR 2014b). The following databases and online resources were searched:

- EPA's Facility Registry System
- Iowa DNR's Facility Explorer

The 2014 database review identified two new sites and determined that an existing gas station site had been reconstructed and renamed.

Regulated materials sites identified in or near the Study Area include current and former UST sites, LUST sites, transformer spills, a substation, and a firing range with lead contamination. Sites that pose a potential risk to the project are ranked as low, medium, or high in **Table 3.7** based on reported potential for environmental contamination and potential project concerns. **Exhibits 3.6A through 3.6E** show the approximate locations of potential contaminated sites relative to the Study Area. Details of specific sites are contained in the Phase I Environmental Site Assessment (Snyder & Associates 2009a).

Table 3.7
RECs in or near the Study Area

Site Name and Address	Current Use	Potential Environmental Concern	Contamination Potential
Casey's General Store (Former U-Stop) 19900 Virginia Hills Road	Gas station	Registered LUST, UST site	Low
Council Bluffs Municipal Airport 16801 McCandless Lane	Airport	Registered LUST, UST site	Low
Council Bluffs Municipal Airport 16801 McCandless Lane	Airport	Lead contamination from former firing range	Low
Dean Bennett Landscape Company 15935 State Orchard Road ¹	Landscaping company	Former UST, UST site	Low
Rita Pierson 22170 Hackberry Road	UST	UST site	Low
Sub 706 Substation 15090 State Orchard Road	Substation	Polychlorinated biphenyl storage	Low

Sources: Snyder & Associates 2009a; HDR 2014.

Note: ¹ Address was revised and is currently 1569 and 1705 State Orchard Road.

3.8.2 Environmental Consequences

3.8.2.1 No-Build Alternative

There would be no impacts on potentially contaminated sites as a result of the No-Build Alternative. If future development were to occur, the sites appear to present minimal risk.

3.8.2.2 Preferred Alternative

The six regulated materials sites identified in Table 3.7 (the Council Bluffs Municipal Airport is noted as two sites, with one related to storage tanks and the other involving a former firing range) do not present any appreciable risk of encountering contamination during project construction within the proposed construction limit. The Preferred Alternative is shown in relationship to the six regulated materials sites in **Exhibits 3.6A through 3.6E**.

Casey's General Store is a registered LUST and active UST site. The property is located more than 0.25 mile west of the Preferred Alternative. Given the local topography, potentially contaminated groundwater would likely flow to the southeast, where it would be intercepted by a tributary of Little Pony Creek and carried south, away from the Study Area.

The Council Bluffs Municipal Airport is a registered LUST and active UST site, and has a lead-contaminated site on the property. The Preferred Alternative's proposed construction limits would not impact these sites. Furthermore, given the local topography, any potentially contaminated groundwater from the LUST or lead-contaminated site would likely flow away from the Study Area to the south-southeast.

Dean Bennett Landscape Company is a former UST and active UST site. Iowa DNR records indicate that one UST was removed from the property in 1997 and that one active UST remains on the property. Company land would not be acquired or disturbed during construction. Iowa DNR records do not indicate any historical releases from either tank, and the property presents a low risk of the project encountering contamination.

Iowa DNR indicates that the Rita Pierson UST site is located approximately 0.25 mile north of the Preferred Alternative. Iowa DNR records do not indicate any historical releases from the property. Consequently, the site presents a low risk of the project encountering contamination.

Sub 706 Substation is located northwest of the intersection of IA 92 and State Orchard Road, outside of the proposed construction limits. There are no recorded historical releases for the substation with Iowa DNR or EPA's Federal Registry System. As such, the site presents a low risk to the Preferred Alternative.

The project would not impact any of the six sites, and no mitigation is anticipated to be necessary. However, if any contamination above regulatory limits would be encountered, notification of the proper agencies as well as proper handling and disposal of any contaminated soil (including decontamination of equipment) would be warranted.

3.9 Historic and Archaeological Resources

3.9.1 Affected Environment

Cultural resources are sites or structures, including landscape settings, which represent the cultural, architectural, economic, social, political, or historical heritage of the area or its communities. The cultural resource studies that were conducted for the Eastern Hills Drive and Connecting Roadways project were forwarded to the Iowa SHPO through the Iowa DOT Cultural Resources Section. This correspondence is provided in Appendix B, Correspondence with Federal, State, and Local Agencies. Cultural resources are protected by Section 106 of the National Historic Preservation Act of 1966, which requires federal agencies to account for the effects of their projects on historic properties and allows for comment by stakeholders and the public on impacts on historic properties. Cultural resource sites or structures that are listed on or eligible for listing on the NRHP are also eligible for protection from use under Section 4(f) of the U.S. Department of Transportation Act of 1966, with the exception of archaeological sites where the resource is important chiefly because of what can be learned by data recovery (NRHP eligibility Criterion D) and has minimal value for preservation in place.

To determine the effect of proposed alternatives on cultural resources, the PMT identified an Area of Potential Effect (APE) that encompasses properties, sites, and structures that could potentially be impacted by implementation of Preferred Alternative or the No-Build Alternative. The area examined in the archaeological investigation and the historical/architectural surveys corresponds to the Study Area within which the Preferred Alternative has been developed. Potential impacts associated with constructing the Preferred Alternative would not extend beyond the limits of the Study Area.

Archaeological resources are not shown in any exhibits in this EIS due to the sensitive nature of their exact locations.

3.9.1.1 Archaeological Resources

Tallgrass Historians, L.C. (Tallgrass Historians) conducted Phase IA archaeological surveys of the original Study Area in 2008 (Meseke and Rogers 2008a; Rogers 2008), and Phase I archaeological investigations in 2008 and 2011 (Meseke and Rogers 2008b, 2011a, and 2011b). Tallgrass Historians first investigated the APE through archival research to identify disturbed and possibly undisturbed areas, and to obtain a sense of the potential for significant historic sites. Previous development has disturbed the vast majority of the APE. Caused by previous development, these disturbances to the APE include rail lines, roads, landfills and quarries, scrap yards, and existing or demolished late historic structures. Only one area had an intact undisturbed buried surface. However, that area did not contain any prehistoric artifacts or features (Meseke and Rogers 2011a).

Tallgrass Historians' surface and subsurface investigations were limited to areas in the APE that did not appear to be previously disturbed. Additional sites in the APE that had been previously documented, but for which no further work was recommended, were not included in this investigation. Tallgrass Historians identified one previously recorded site and one unrecorded site in the APE. Two other previously recorded sites were located near the APE. However, they were not recorded as archaeological sites until this survey was conducted (Meseke and Rogers 2011a and 2011b).

The four sites identified in or near the APE were investigated because of potential for impacts. Three of these sites generally consisted of a moderate-density scatter of historic artifacts observed on the cultivated surface of farm fields. The first site consists of the impacted remains of a former farmstead occupation dating from the late nineteenth to late twentieth century. The second site consists of a moderate-density historic scatter located on the surface of an upland sideslope near a field entry. The site represents the impacted remains of a historic house site shown on the 1885 and 1900 maps of this area. The third site consists of a moderate-density scatter of historic artifacts encountered while auger testing a grass-covered terrace south of an occupied farmstead that has been disturbed by modern earthmoving and landscaping activities. The artifact deposit is associated with some of that disturbance but also with the prior use of this parcel for farmstead activities and discard. These three sites are concluded to have a low potential to yield information of importance to either the history or prehistory of this region, and lack sufficient integrity and significance to be considered eligible for listing on the NRHP. Tallgrass Historians concluded that these three sites warranted no further investigation (Meseke and Rogers 2011b).

The fourth site consists of a concrete block well and a concrete slab foundation. This site consists of the remains of a former building and well dating from the late 1950s or early 1960s to 1994. The remains consist of a concrete foundation and well visible on the ground surface. No artifacts were observed or recovered during the investigation, with the site overall showing a low potential to yield information of importance to the history of this region. As a result, the site is concluded to be ineligible for listing on the NRHP. As an ineligible site, the site warrants no further investigation (Meseke and Rogers 2011a).

Iowa SHPO concurred with the findings that none of the sites reviewed were eligible for listing on the NRHP (see Appendix B, Iowa DOT letters dated December 30, 2008; June 18, 2009; and May 17, 2011).

A supplemental Phase IA assessment was conducted by Tallgrass Historians in 2013 to account for an expanded APE, portions of which were not previously reviewed (Rogers 2013). The areas where the APE had been expanded were all within existing ROW disturbed for modern road construction and underground utilities, and have a low potential for containing archaeological deposits. After review, no further investigation was recommended by Tallgrass Historians; Iowa DOT agreed with the determination, and Iowa SHPO concurred with no further evaluation required (see Appendix B, Iowa DOT letter dated October 3, 2013).

Subsequent to the completion of the DEIS, the design of Cedar Lane was determined to require potential acquisition of a narrow strip of land north of existing Cedar Lane ROW that was not previously surveyed. A Phase I assessment was conducted by Tallgrass Historians in March 2015 to evaluate the area for archaeological deposits. An archival records search and field investigation was conducted, including a pedestrian survey with subsurface testing. One

previously recorded archaeological site was identified; the site consists of the remains of a former schoolhouse and a single chert flake. Because of the low integrity of the site, the site was recommended as not eligible for listing on the NRHP (Nagel and Rogers, 2015). Iowa DOT agreed with the recommendations of the report, and Iowa SHPO concurred with no further evaluation required (see Appendix B, Iowa DOT letter dated April 7, 2015).

In the process of finalizing the current design plans, it was noted that some areas along Eastern Hills Drive had not been previously surveyed for cultural resources or had been only partially surveyed prior to construction. Temporary construction easements and small amounts of ROW would be required for several connections of existing sidewalk to the existing bicycle and pedestrian trail in the Hills of Cedar Creek subdivision, and also for trail construction in some areas along the existing segment of Eastern Hills Drive between Cedar Lane and US 6. An assessment of these areas concluded that past construction activities for constructing the Hills of Cedar Creek subdivision and Eastern Hills Drive from Cedar Lane to US 6 was extensive enough that the current ROW holds little or no potential for intact archaeological resources.

On April 7, 2015, Iowa DOT submitted a letter to Iowa SHPO seeking concurrence that no further archaeological survey would be required in these new areas of proposed disturbance, and Iowa SHPO concurred on May 15, 2015 (see Appendix B, Iowa DOT letter dated April 7, 2015).

3.9.1.2 Architectural Resources

Tallgrass Historians conducted one reconnaissance level architectural survey in 2009 (Nash 2009a) and three intensive level historical/architectural surveys in 2009 and 2011 (Nash 2009b and 2009c; Full 2011), with most historical/architectural properties determined to be not eligible for listing on the NRHP. One property was determined eligible for listing on the NRHP (a farmstead located at 16441 State Orchard Road), and two were identified as potentially eligible for listing on the NRHP (a farmstead located at 15380 214th Street, and a house located at 20355 Concord Loop) (Nash 2009b and 2009a). **Exhibits 3.6A through 3.6E** show the locations of the potential historic sites.

At the time of the survey and report (Nash 2009b), the property at 16441 State Orchard Road was recommended as eligible for listing on the NRHP as an intact farmstead historic district. The farmstead is located at the corner of State Orchard Road and Cedar Lane, and includes seven buildings: a 1½-story house (circa 1918), a farming/livestock barn (circa 1890), four agricultural buildings, including an early 20th century poultry house, and storage sheds. This was considered to be an intact historic farmstead, and is a rare survivor of past rural land use in the area. The farmstead was determined to be locally significant and eligible for listing on the NRHP under both Criterion A (historical association) and Criterion C (architecture) (Nash 2009b).

The property at 15380 214th Street was reviewed during only a reconnaissance survey because the 214th Street portion of the proposed project was subsequently removed from further consideration during the alternatives analysis (see Section 2.4.5). The investigator indicated that if the preferred alignment would affect this property, it would warrant further investigation to determine its eligibility. The farmstead has both a house and pole barn, with the house constructed before 1959 and the barn constructed in 1940. The house appeared to be relatively altered (Nash 2009a).

The property at 20355 Concord Loop was reviewed during only a reconnaissance survey because the intensive level survey limits ended north of this property, closer to the intersection of Concord Loop and IA 92. The investigator indicated that the farmstead lacks a historic barn, but the “house has potential Criterion C and perhaps Criterion A significance for its architecture and historical associations, respectively” (Nash 2009a).

The properties at 15380 214th Street and 20355 Concord Loop are more than 1,000 feet from the proposed construction footprint for the project, and access to these properties would not be adversely affected. Consequently, these two potentially eligible properties were not reviewed further at an intensive level.

Although a supplemental study was done for potential archaeological properties within the expanded APE in 2013, no study was required for architectural properties because the expanded APE included only existing transportation ROW.

A recent review of the APE has shown a change in the property at 16441 State Orchard Road. Comparing aerial photographs from 2008, 2010, and 2013 on the Pottawattamie County GIS website (Pottawattamie County GIS 2014), it appears that the house remains unchanged but that the barn and the rest of the outbuildings were demolished sometime after the 2010 aerial photograph was taken. The property address is now 1005 State Orchard Road, and the former farmstead was split into two lots. A garage had been added near where the barn once stood. The Pottawattamie County Assessor’s photo on the Pottawattamie County GIS website is of the same house, but it is obvious that the barn and other outbuildings were demolished and removed in recent years. It is likely that the property is no longer eligible for listing on the NRHP. Iowa DOT submitted a letter to Iowa SHPO on April 7, 2015, with an attached letter report prepared by Tallgrass Historians (Rogers 2014) notifying Iowa SHPO of the change in status of the site and recommending that the property is no longer eligible for listing on the NRHP. Iowa SHPO concurred with the recommendation from Iowa DOT (see Appendix B, Iowa DOT letter dated April 7, 2015).

3.9.2 Environmental Consequences

3.9.2.1 *No-Build Alternative*

No direct impacts on archaeological or architectural resources would occur under the No-Build Alternative. Although future development has the potential to further disturb the sites, none of the sites reviewed were significant sites eligible for listing on the NRHP.

3.9.2.2 *Preferred Alternative*

The Preferred Alternative would potentially impact three of the archaeological sites identified and investigated by the PMT, and is in proximity to a fourth site. Because of their degradation and apparent lack of integrity, none of these sites were determined to be eligible for listing on the NRHP. Iowa SHPO concurred with a “No Historic Properties Affected” determination by Iowa DOT on May 24, 2011 (see Appendix B, Iowa DOT letter dated May 17, 2011).

The Preferred Alternative would not affect any of the historical/architectural properties identified and evaluated by the PMT. The property at 16441 State Orchard Road is approximately 50 feet north of proposed improvements to State Orchard Road, with the access road to the property located approximately 100 feet north of the property. The properties at 15380 214th Street and 20355 Concord Loop are more than 1,000 feet from the proposed construction limit. None of the three properties would be affected by the proposed improvements. ROW would not be acquired

from any of these properties; all road construction would occur outside of the parcel boundaries of the historic sites. Iowa SHPO concurred on June 15, 2011, with a “No Historic Properties Affected” determination for the entire Eastern Hills Drive and Connecting Roadways project through consultation under Section 106 of the National Historic Preservation Act (see Appendix B, Iowa DOT letter dated May 17, 2011).

Considering the expanded APE, Iowa SHPO re-concurred that the project would result in “No Historic Properties Affected” on October 10, 2013 (see Appendix B, Iowa DOT letter dated October 3, 2013).

Based on a review of current design plans showing construction impacts in a few unsurveyed areas adjacent to areas that were previously surveyed, and a survey of a narrow strip of land north of Cedar Lane, Iowa DOT again coordinated with Iowa SHPO. On April 7, 2015, Iowa DOT submitted a letter to Iowa SHPO seeking re-concurrence that a “No Historic Properties Affected” determination is still appropriate for the proposed project. Iowa SHPO re-concurred on May 15, 2015 (see Appendix B, Iowa DOT letter dated April 7, 2015).

3.10 Noise

3.10.1 Affected Environment

In general, noise is defined as unwanted sounds, particularly those without agreeable musical qualities. Sounds generated by vehicular traffic constitute noise to people, and can disrupt normal activities when such sounds reach a certain level. Sound from highway traffic is generated primarily from a vehicle’s tires, engine, and exhaust. Sound is commonly measured in decibels (dB). The human ear is responsive to sounds having a tremendous range in intensity. For instance, a “strong” sound, such as that produced by a rocket engine, may produce sound energy that is a billion times greater than that produced by a “weak” sound, such as a drop of a pin. **Table 3.8** shows some examples of common noise sources and their sound levels in A-weighted decibels (dBA).²

Most individuals in urban areas are exposed to fairly high decibel levels of noise from many sources as they go about their daily activities. The degree of disturbance or annoyance of unwanted sound depends essentially on three things:

1. The amount and nature of intruding noise
2. The relationship between the background noise and the intruding noise
3. The type of activity occurring when the intruding noise is heard

Most individuals in urban areas are exposed to fairly high decibel levels of noise from many sources as they go about their daily activities. The degree of disturbance or annoyance of unwanted sound depends essentially on three things:

1. The amount and nature of intruding noise
2. The relationship between the background noise and the intruding noise
3. The type of activity occurring when the intruding noise is heard

² A-weighting is the process of applying an adjustment to measured or predicted sound levels in decibels to account for the relative loudness of sound to the human ear.

**Table 3.8
Common Sound/Noise Levels**

Outdoor	dBA	Indoor
	110	Rock band at 5 meters
Jet flyover at 300 meters		
Pneumatic hammer	100	Subway train
Gas lawn mower at 1 meter		
	90	Food blender at 1 meter
Downtown (large city)	80	Garbage disposal at 1 meter
		Shouting at 1 meter
Lawn mower at 30 meters	70	Vacuum cleaner at 3 meters
Commercial area		Normal speech at 1 meter
Air conditioning unit	60	Clothes dryer at 1 meter
Babbling brook		Large business office
Quiet urban (daytime)	50	Dishwasher (next room)
Quiet urban (nighttime)	40	Library
	30	
	20	
	10	
	0	Threshold of hearing

Source: Texas Department of Transportation 1997.

The distance between a noise generator and a noise receptor has a significant effect on the level of noise heard. Sound levels drop off at a rate of 4.5 dBA over soft or absorptive surfaces for each doubling of distance. For paved or reflective surfaces, the sound level would drop off at a rate of 3 dBA for each doubling of distance. Thus, if a stream of traffic moving at 40 mph produces 60 dBA over a soft, grassy surface at a distance of 50 feet, the sound level at 100 feet would be 55.5 dBA, and the sound level would be 51.0 dBA at 200 feet. Noise emanating from a roadway can follow four paths:

- **Direct path.** Noise follows a straight path from the source to the receiver.
- **Diffacted path.** Noise follows a path from the source to the top of a barrier and then is bent down toward the receiver.
- **Reflected path.** Noise is bounced off of a barrier and concerns only the receiver on the opposite side of the roadway from the barrier.
- **Transmitted path.** Noise is transmitted directly through the barrier.

Therefore, a wall, building, earth berm, hill, or other type of solid structure or terrain feature (if large enough) can serve as a partial sound barrier and can provide some reduction at receptors in the “shallow zone” created by the barrier. For maximum effect, the barrier must break the line of sight between the noise source and the receiver.

3.10.1.1 Noise Regulation

To determine if highway noise levels are compatible with various land uses, FHWA has developed noise abatement criteria (NAC) and procedures to be used in the planning and design of highways. These NAC and procedures are in accordance with 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise. The FHWA NAC for various land uses is summarized in **Table 3.9**.

Table 3.9
Noise Abatement Criteria in Hourly A-Weighted Sound Level (dBA)

Activity Category	Leq(h)* (dBA)	Description of Activity Category
A	57 (exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (exterior)	Residential.
C	67 (exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 (interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studies, schools, and televisions studios.
E	72 (exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F		Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G		Undeveloped lands that are not permitted.

Source: 23 CFR Part 772.

Note: *Leq(h) is the equivalent steady-state sound level over 1 hour.

According to FHWA and Iowa DOT policy, “approaching” the NAC is defined as being within 1 dBA of the NAC. For instance, all properties covered by NAC Category B and NAC Category C that have a calculated equivalent steady-state sound level (Leq) value of 66 dBA or higher would “approach or exceed” the 67 dBA NAC criterion. All properties covered by NAC Category E with an Leq value of 71 dBA or higher would “approach or exceed” the 72 dBA NAC criterion. Therefore, Leq values of 66 dBA for NAC Category B and NAC Category C, and 71 dBA for NAC Category E were used as the threshold values. In addition, a predicted traffic noise level of 10 dBA or more above the existing noise level constitutes a “substantial” increase according to FHWA NAC (23 CFR Part 772) and Iowa DOT (Iowa DOT 2011).

3.10.1.2 Existing Noise Readings

The initial step in a noise analysis involves measuring ambient noise levels at various locations throughout the Study Area, consistent with the Iowa DOT noise policy. Ambient noise is that which results from natural and mechanical sources and human activity, and that which is considered to be usually present in a particular area. Ambient noise measurements were taken in the vicinity of the project to determine existing background noise levels and to assist in validation of the computer noise model (Snyder & Associates 2010).

The purpose of the ambient noise level information is to quantify the existing acoustic environment and provide a baseline for assessing the impact of future noise levels on the receptors in the vicinity of the proposed action resulting from increased traffic. Field measurements were taken at ten representative locations in the Study Area using a Larson Davis SoundTrack LxT. The noise levels (L) observed at these locations ranged from 27.0 to 57.6 dBA. **Exhibits 3.6A through 3.6E** show the locations where monitoring occurred and where noise receptors were identified for noise modeling.

Actual traffic volumes of cars and trucks were obtained from the May 8, 2009, Schemmer Associates traffic study for the Eastern Hills Drive and Connecting Roadways project. Future traffic projects from the use of MAPA's model were estimated. These measurements were converted to hourly conditions and compared to the output of the FHWA Traffic Noise Model (TNM) for the same conditions. Once the model was validated (taking background noise into consideration) actual peak hour traffic for existing and future conditions were input to the model to determine the existing and predicted future noise levels at various representative locations throughout the Study Area (Snyder & Associates 2010). These results are presented in **Table 3.10**.

Table 3.10
Existing and Projected Noise Levels

No.	Receptor Station	Existing PM Peak Hour* (2004)	Future No-Build PM Peak Hour (2035)	Future Build PM Peak Hour (2035)	Impact Based on Comparison to 67 dBA NAC	dBA Change in 2035 No-Build Existing	dBA Change in 2035 Build Existing
1	Southeast corner of garage on southeast side of church	52.9	56	50.3	---	3.1	-2.6
2	Center of dead-end road off church driveway	54.5	57.7	53.7	---	3.2	-0.8
3	First house on northwest intersection of State Orchard Road and IA 92	56.6	61.1	62.8	---	4.5	6.2
4	House at intersection of State Orchard Road and Greenview Road	57.1	63.2	64.9	---	6.1	7.8
5	End of walking trail on south side of State Orchard Road	45	50.9	53.3	---	5.9	8.3
6	Southeast of intersection of Cedarbrook Drive and Oneida Circle (northwest corner of house)	43.3	49.9	51.4	---	6.6	8.1
7	End of southern section of Eastern Hills Drive	54.2	60.6	61	---	6.4	6.8

No.	Receptor Station	Existing PM Peak Hour* (2004)	Future No-Build PM Peak Hour (2035)	Future Build PM Peak Hour (2035)	Impact Based on Comparison to 67 dBA NAC	dBa Change in 2035 No-Build Existing	dBa Change in 2035 Build Existing
8	Edge of field on corner of Cedar Lane and State Orchard Road	39.6	43.9	48.1	---	4.3	8.5
9	House on northwest corner of Eastern Hills Drive and McPherson Avenue (southeast corner of house)	43.3	49.7	50.7	---	6.4	7.4
10	Middle of dead end on Steven Road	27.4	32	32.7	---	4.6	5.3

Source: Snyder & Associates 2010.

3.10.2 Environmental Consequences

The noise analysis process involved predicting noise levels at various representative locations using the FHWA TNM Version 2.5. The TNM performs noise level predictions by constructing a three-dimensional terrain model encompassing the locations of the noise sources and receptors. Other input variables include traffic data as well as any existing noise barrier data.

Noise level projections at ten representative receptor stations across the Study Area were made using the TNM. All ten receptors represent either NAC Category B or NAC Category C land use (see **Table 3.9**). **Table 3.10** presents each representative receptor along with a location description, the existing condition noise level, and the Schemmer Traffic Projection forecasted noise level for the Preferred Alternative. The representative receptors for the Preferred Alternative are shown in **Exhibits 3.6A through 3.6E**. Traffic noise levels adjacent to the ends of the Study Area would be similar to nearby receptor locations.

3.10.2.1 No-Build Alternative

With the No-Build Alternative, the future noise conditions would likely remain consistent with the existing conditions. **Table 3.10** indicates that noise levels do not approach, meet, or exceed the FHWA Category B and Category C NAC of 67 dBA for future no-build conditions. At two of the ten receptor locations, the projected future noise would be lower than existing noise levels.

3.10.2.2 Preferred Alternative

Table 3.10 indicates that for the design year 2035 and forecasted MAPA traffic volumes, noise levels would not approach, meet, or exceed the FHWA Category B and Category C NAC of 67 dBA for the Preferred Alternative. Additionally, the increase compared to existing conditions is less than 10 dBA. Consequently, no noise impacts are projected to occur.

3.10.3 Noise Mitigation

The noise increase from construction activities would be temporary in nature and are expected to occur during normal daytime working hours. Equipment operating at the project site would conform to contractual specifications requiring the contractor to comply with all local noise control rules, regulations, and ordinances. Although construction noise impacts would be temporary, the following best management practices (BMPs) would be implemented to minimize such impacts:

- Iowa DOT would inform residents in the area of construction activities to alert people of temporary higher noise levels so they can plan activities accordingly.
- Whenever possible, operation of heavy equipment and other noisy procedures would be limited to non-sleeping hours.
- Effective mufflers would be installed and maintained on equipment.
- Unnecessary idling of equipment would be limited.

Subsequent to completion of construction, the projected sounds levels for all receptors indicated in **Table 3.10** would not approach, meet, or exceed the maximum noise level of 67 dBA by 2035. As stated in Iowa DOT Policy No. 500.07, Highway Traffic Noise Analysis and Abatement (Iowa DOT 2011), a predicted traffic noise level of 10 dBA or more above the existing noise level (with the implementation of a proposed project) would substantially exceed the existing noise level. None of the receptors would exceed existing conditions by 10 dBA; therefore, no further action for traffic noise mitigation is needed.

3.11 Air Quality

This section discusses the potential impacts of the Eastern Hills Drive and Connecting Roadways project on air quality. EPA has jurisdiction over pollutants that are regulated under the federal Clean Air Act (CAA) of 1970 and its amendments. Two sets of pollutants are of concern with regard to this project: criteria pollutants regulated under the National Ambient Air Quality Standards (NAAQS) and Mobile Source Air Toxics (MSATs).

3.11.1 Affected Environment

3.11.1.1 *National Ambient Air Quality Standards (NAAQS)*

The NAAQS were formulated to protect public health, safety, and welfare from known or anticipated air pollutants. The most recent amendments to the CAA contain criteria for carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), lead (Pb), particulate matter (PM), and sulfur dioxide (SO₂). Particulate matter is further defined by size: particulate matter smaller than 10 microns in diameter is referred to as PM₁₀, and particulate matter smaller than 2.5 microns in diameter is referred to as PM_{2.5} (EPA 2014a). For transportation projects, CO, PM, and O₃ are the most important pollutants to consider. These pollutants are monitored on a regional level from several stations around the city of Council Bluffs.

The Study Area is in attainment for all of the air pollutants for which EPA has established NAAQS. A conformity determination under 40 CFR Part 93 is not required. The city of Council Bluffs and Pottawattamie County are both in attainment for all criteria air pollutants with exception of a small area in downtown Council Bluffs. EPA designated part of Council Bluffs as a nonattainment area for lead in November 2011, 3 years after EPA substantially reduced the permissible lead levels allowed in air. Iowa DNR has prepared a State Implementation Plan (SIP) for lead nonattainment in Council Bluffs. The SIP includes measures to reduce lead emissions from two industrial sources, Griffin Pipe and Alter Metal Recycling, with anticipated attainment in this area no later than December 31, 2016 (Iowa DNR 2014a).

3.11.1.2 *Mobile Source Air Toxics (MSATs)*

MSATs are a subset of the 188 air toxics defined by the CAA. MSATs are compounds emitted from highway vehicles and non-road equipment (EPA 2014b). Some are present in fuel and are

emitted to the air when the fuel evaporates or passes through the engine unburned. Others are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or impurities in oil or gasoline.

Programs by EPA and other agencies to develop reformulated gasoline and require improvements to lower vehicle emissions and control the sulfur content of fuel, especially diesel fuels, are lowering the emissions of key MSATs. Between 2000 and 2020, FHWA projects that even with a 64 percent increase in vehicle miles traveled (VMT), these programs will reduce on-highway emissions of key MSATs such as benzene, formaldehyde, 1,3-butadiene and acetaldehyde by 57 to 65 percent and will reduce on-highway diesel PM emissions by 87 percent (FHWA 2006).

3.11.2 Environmental Consequences

3.11.2.1 No-Build Alternative

The No-Build Alternative would not result in any decrease in area-wide traffic volumes or regional air quality, including CO, PM, and O₃, when compared to the Preferred Alternative. This would be due to increased congestion, including increased levels of truck traffic, on existing roads in the Study Area and the stop-and-go conditions that would result at several key locations. Movement of vehicles and goods through the Study Area between US 6 and IA 92 would continue along a longer route using existing roads, resulting in higher VMT compared to if the Preferred Alternative were constructed. In addition, traffic at several approaches and intersections is predicted to operate at undesirable conditions (Schemmer 2007), which would result in increased idling and increased air emissions. MSATs would likely increase in the near-term, but slightly less than under the Preferred Alternative because that alternative would result in higher VMTs. Section 3.11.2.2 provides comparisons of estimated MSATs for the No-Build Alternative and Preferred Alternative, concluding that MSAT emissions would reduce for both alternatives based on EPA's national control programs.

Although the No-Build Alternative would likely result in poorer air quality than the Preferred Alternative, air quality would likely improve over time due to improvements in vehicle efficiency and other reductions in emissions between now and 2035.

Under the No-Build Alternative, the likely worst-case locations for CO and PM emissions would be at the following intersections:

- Eastern Hills Drive and US 6
- Eastern Hills Drive and McPherson Avenue
- State Orchard Road and Greenview Road
- State Orchard Road and IA 92

These locations are higher traffic intersections where traffic, including trucks, has to stop and/or turn in order to proceed through the Study Area.

3.11.2.2 Preferred Alternative

The Preferred Alternative would likely improve regional air quality, including emissions of CO, PM, and O₃, when compared to existing conditions and the No-Build Alternative. The Preferred Alternative would likely reduce congestion and allow traffic to move more efficiently through the Study Area, thereby reducing vehicle idling and delay, and dispersing emissions instead of

concentrating them at intersections. In addition, air quality would likely improve over time due to improvements in vehicle efficiency and other reductions in emissions between now and 2035.

Future development in the area would occur with or without the connection and expansion of Eastern Hills Drive. While areas along the Preferred Alternative may have an increase in air pollution due to increased traffic volume, the cumulative effect of the Preferred Alternative should have an overall reduction in congestion, thereby improving air quality.

Air quality would be subjected to short-term impacts in construction areas. Grading operations and the transportation and handling of materials, such as earth and aggregates, would result in the release of airborne dust. Emissions from construction machinery would add to the motor vehicle classes of air pollution. During construction, the contractor would be responsible for adequate dust-control measures to avoid causing detriment to the safety, health, welfare, or comfort of the neighboring population or to avoid causing damage to any property, residence, or business.

Construction equipment would generate negligible lead emissions from fuel consumption. No long-term air quality impacts are anticipated to occur. This project would not affect the attainment status of criteria pollutants other than lead or the nonattainment status of lead.

The Eastern Hills Drive and Connecting Roadways project has not been linked with any special MSAT concerns. As such, this project would not cause an increase in MSAT impacts of the project from that of the No-Build Alternative.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOBILE6.2 model forecasts a combined reduction of 72 percent in the total annual emission rate for the priority MSAT from 1999 to 2050 while VMTs are projected to increase by 145 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

3.11.3 Air Quality Mitigation

Contractors involved in constructing the Eastern Hills Drive and Connecting Roadways project would be required to comply with local ordinances and state laws. Specifically, adherence to the sections concerning fugitive dust, visible emissions, and permits would be required in the construction contracts in an effort to minimize the short-range effects on air quality within the project corridor. The local ordinances and state laws include the following stipulations, among others:

- Reasonable precautions would be taken to prevent the discharge of fugitive dust, including the use of such materials as water or chemicals on surfaces that cause fugitive dust.
- Installation and use of containment or control equipment to capture or otherwise limit the emissions resulting from the handling and transfer of dusty materials would be required.
- The covering, while in motion, of open-bodied vehicles transporting materials likely to give rise to airborne dust would also be required.
- Exhaust from construction equipment would be required to comply with the national and Iowa air quality emission standards.
- Open burning would not be allowed during construction.

3.12 Surface Waters and Water Quality

Highway improvements can affect water resources (surface water and groundwater) in a variety of ways. Where roadways cross water courses or water bodies, the encroachment of the structure(s) into floodplains and floodways (floodplains and floodways are discussed in Section 3.13, Floodplains, Streams, and Stream Crossings) can result in short-term constriction of the water flow. Excavation and adding paved areas can affect groundwater flow and recharge. Additionally, pollutants from the highway and highway construction can impact water quality both through airborne and water runoff modes.

3.12.1 Affected Environment

3.12.1.1 *Groundwater*

Groundwater is water found below the ground surface in spaces between soil grains or rock fractures. The water table is the underground surface beneath which earth materials (soil or rock) are completely saturated with water. Silt loams are the prevailing soil type in the Study Area, which generally have moderate ability to pass groundwater through the soil. The depth to groundwater in the Study Area is generally less than 10 feet below ground surface.

Land use development can affect groundwater quality. The southeast area of Council Bluffs consists of several residential developments, single-family residential dwellings, a church, a tree farm, a landscaping company, and agricultural land. These land uses have the potential for impacts on the quality of the groundwater supply if hazardous chemicals or other substances are not managed properly and are spilled and make their way into the groundwater. Over time, rainfall or stormwater runoff can carry the chemicals into the groundwater or surface water (for example, creeks, streams, rivers, and ponds).

No sole-source aquifers or wellhead protection areas are located in the Study Area. Based on a review of registered groundwater wells reported in Iowa DNR's Natural Resources Geographic Information Systems Library, two registered groundwater wells are located near the current IA 92 and State Orchard Road intersection, several wells are located along Greenvue Road, and one well is located along Eastern Hills Drive north of Cedar Lane. All of these wells were shown to be located in the Study Area, but the accuracy of the data is a few hundred feet, variable by location. The database identifies some of the wells as "household wells."

3.12.1.2 *Surface Water*

In the Little Pony Creek Watershed, the topography is steeply rolling terrain in the upper reaches of the watershed, with narrow and relatively flat low-lying floodplains along Little Pony Creek and tributaries of Mosquito Creek. Collectively, the Preferred Alternative crosses the following three water courses:

- **Little Mosquito Creek.** Little Mosquito Creek is a warm-water navigable stream originating in Pottawattamie County and traversing the northern portion of the Study Area.
- **Little Pony Creek.** Little Pony Creek is a warm-water navigable stream originating west of the Council Bluffs Municipal Airport and flows southwest through the Study Area. Little Pony Creek is approximately 6 miles long and flows into Mosquito Creek west-southwest of the Study Area.

- **Pony Creek.** Pony Creek is a warm-water navigable stream originating east of the Council Bluffs Municipal Airport, and intersecting and flowing underneath Greenview Road in the Study Area.

The PMT field-verified the existing drainages located in the Study Area in October 2008. Generally, drainage of the Study Area from US 6 to McPherson Avenue is to the north and northwest, and is affected by Little Mosquito Creek. Drainage of the Study Area from McPherson Avenue south to IA 92 is generally to the south and southwest, and is affected by Little Pony Creek. Drainage of the Study Area along the eastern portion of Greenview Road drains to the east toward Pony Creek.

Little Pony Creek is a second order perennial stream. Its headwaters begin in agricultural fields adjacent to the northern portion of the Study Area. The primary substrate (streambed) found throughout the stream was mud/silt. The substrate also consisted of approximately 20 percent gravel (0.1 to 2 inches in diameter) and sand. Large pieces of rip rap and manmade bricks were also observed in the channel. Little Pony Creek has a forested riparian (along the stream bank) buffer zone throughout most of the Study Area. This forested riparian zone has an average width between 5 and 16 meters. Where the upper two tributaries meet, the channel becomes deeply cut, with a typical bank height between 2 and 6 meters (Snyder & Associates 2009b).

The lack of cobble and larger gravel, limits the types of riffles found throughout the site. Primarily, riffles found in Little Pony Creek are created by logjams, riprap, and the formation of silty-clay mounds in the stream bed. Riffles (small sandbars) are few and far between, with long runs and mostly shallow and short pools. The stream channel is primarily non-vegetated, with root systems jutting out of the steep banks. The tree canopy cover for the stream channel is on average greater than 50 percent (Snyder & Associates 2009b).

Water clarity for Little Pony Creek is fair. The color is clear to brown-tinged due to the excess sediment from the eroding banks and adjacent farm fields. No odor was observed, and stream flow appeared to be moderate at the time of the site visit (Snyder & Associates 2009b).

Adjacent land uses surrounding Little Pony Creek include agricultural land, pasture land, urban roadways, residential subdivisions, and rural residential. Possible contaminants would include agricultural runoff, traffic, animal waste, and lawn chemicals. Little Pony Creek offers little quality habitat for aquatic life due to reduced water clarity from sediment as well as contaminants from land use (Snyder & Associates 2009b).

The major water systems and their watersheds are shown in **Exhibit 3.9, Major Water Systems and Watersheds**. Mosquito Creek is listed as an ‘impaired water’ under Section 303(d) of the Clean Water Act. Section 303(d) waters are designated as impaired by Iowa DNR and EPA, and have mitigation plans to improve water quality. According to Iowa DNR’s 2012 list of impaired waters, the causes of Mosquito Creek’s impairments are habitat alterations and organic enrichment/low dissolved oxygen levels (Iowa DNR 2013). The EPA national assessment database identifies probable sources contributing to Mosquito Creek’s impairments as agriculture, channelization, and municipal point source discharges (EPA 2015). Little Mosquito Creek is located in the Study Area and empties into Mosquito Creek outside of the Study Area. The Little Mosquito Creek-Mosquito Creek Watershed includes the drainage of both streams.

Section 3.13, Floodplains, Streams, and Stream crossings, provides further information on surface waters. Additional surface waters located in the Study Area include wetlands, as discussed in Section 3.14, Wetlands.

Iowa DNR and USACE were contacted regarding the proposed project. Iowa DNR stated that a National NPDES stormwater construction permit would be required if greater than 1 acre is disturbed during construction. USACE stated that placement of dredged or fill material into waters of the U.S. (WUS) would require a Clean Water Act Section 404 permit prior to construction activities.

3.12.2 Environmental Consequences

3.12.2.1 *No-Build Alternative*

If the proposed project were not constructed, water resources would not incur impacts from the proposed roadway construction. However, degradation of surface water quality from runoff of agricultural and residential lands would likely continue. Future development independent of the project could occur, and some water quality impacts could arise with future development or other roadway improvements in the Study Area.

3.12.2.2 *Preferred Alternative*

The Preferred Alternative would include new and existing roadway alignments. Stormwater runoff would occur along the new alignment section, both during construction (because of ground disturbance and erosion of exposed soils) and after construction (because of an increase in impervious area resulting from new pavement). Stormwater runoff already exists throughout this portion of the Study Area. Little Mosquito Creek, Little Pony Creek, and Pony Creek would have the potential to be impacted by increased stormwater runoff during construction.

Construction equipment would need to be stationed in or adjacent to the stream channel for placement of culverts. Minor channel shaping may occur upstream and downstream of the culverts to accommodate the proposed structure's configuration.

Operational impacts of the project on surface water quality would result from stormwater runoff from roadway surfaces, bridge decks, median areas, and adjoining roadway ROW. The increase in impervious area would increase stormwater runoff volumes and may increase in-stream erosion in Mosquito Creek.

Throughout the mid-1980s, FHWA conducted nationwide studies to determine highway runoff constituents, amounts relative to roadway types and traffic conditions, and the potential impacts on surface water resources (FHWA 1990). FHWA's research concluded that pollutants in highway runoff are not present in amounts sufficient to threaten surface water or groundwater where average daily traffic volumes are below 30,000. Forecast traffic volumes for the No-Build and Preferred Alternatives in the design year (2035) are below that threshold. Adverse impacts on the drainageways' water quality are not expected with the Preferred Alternative, despite its associated increase in impervious area, because of features incorporated into the roadway design to reduce stormwater runoff loadings.

Surface water quality impacts generally are related to the potential for increased sedimentation, siltation, and suspended solids loads in streams from the construction, operation, and maintenance of the Preferred Alternative. Procedures would be followed to prevent or minimize contamination of wetlands, streams, and ponds adjacent to the Study Area (see Section 3.12.4).

Potential surface water quality impacts as a result of any new project construction generally originate from the following:

- Erosion of exposed soils during construction
- Reduced infiltration and increased runoff from the construction of new impervious surfaces
- Pollutants from vehicles, such as oil, grease, and metals, that collect on impervious surfaces and are washed off by stormwater runoff
- Increased stormwater runoff that overburdens existing drainage systems, causing flooding
- Fill or construction in floodplains, which affects flood levels in streams and rivers

Temporary deterioration of surface water quality would result from grading, bridge construction, and other construction activities. Increased turbidity and siltation, caused by erosion of exposed land and disturbance of the stream beds, would be the greatest construction impact on water quality. Runoff from disturbed areas may also increase the levels of Biological Oxygen Demand (BOD), metals, pesticides, and nutrients in the streams, depending on the land use and rainfall at the time of construction. Groundwater quality is not expected to be appreciably affected by construction operations.

It is possible that groundwater wells are located within the proposed construction limits. Actual well locations would be confirmed during a physical survey, as the design process advances. Iowa DOT requires proper capping and sealing of any wells on property to be acquired. A certified well contractor would cap and seal the wells in accordance with Iowa DNR requirements. Proper capping would eliminate the potential for introducing contamination down the well and into the groundwater. To mitigate impacts on wells that supply water to properties that would not be acquired, the city of Council Bluffs and Pottawattamie County, as applicable, would replace the well or provide a connection to an existing waterline in the area. The Preferred Alternative is not expected to generate long-term impacts on groundwater.

3.12.3 Indirect Water Quality Impacts

Future planned residential and commercial development would increase the amount of paved surface in the Study Area along with increased runoff. The majority of the available land in the Study Area is already accounted for by planned developments, but the remainder of the land may become developed over time, resulting in additional paved surfaces with increased runoff. Planned developments would be required to conform to city, state, and federal laws, including NPDES permitting and erosion control to reduce the potential for pollution.

3.12.4 Surface Water and Water Quality Mitigation

Amendments made in 1987 to the federal Clean Water Act required EPA to develop regulations for stormwater discharges from “industrial activities.” Stormwater regulations were established by EPA for NPDES permit application requirement for construction sites disturbing more than 1 acre, industrial sites, and Municipal Separate Storm Sewer Systems (MS4s). EPA’s stormwater regulations were published in the Federal Register on November 16, 1990; March 21, 1991; November 5, 1991; April 2, 1992; and December 8, 1999. These regulations established NPDES permit application requirements.

The intent of the federal stormwater regulation is to improve water quality by reducing or eliminating contaminants in stormwater. Stormwater is defined as precipitation runoff, surface runoff and drainage, street runoff, and snow melt runoff. Since 1978, Iowa DNR has been delegated by EPA to administer the federal NPDES wastewater discharge permit program. In August 1992, Iowa DNR received authorization from EPA to issue general permits for stormwater discharges. Iowa DNR continues issuing NPDES permits to all stormwater discharges subject to the federal permit requirements.

Iowa's stormwater program is closely modeled after the federal NPDES program, which requires that stormwater be treated to the maximum extent practicable. Iowa's program establishes permitting requirements for construction sites disturbing more than 1 acre, industrial sites, and MS4s. All MS4s should be permitted currently, or should be in the permit process. Each permitted MS4 is responsible for establishing and implementing a Stormwater Management Program. Numeric treatment requirements specific to stormwater have not been established at the state level, but water quality parameters will be established on a site-by-site basis when the risk of contamination is present. There may be additional permitting requirements at the county and municipal levels.

Because the Preferred Alternative would disturb more than 1 acre of land, the city of Council Bluffs will acquire one or more NPDES stormwater permits (depending on the timing of different phases of the project), and the construction contractor would be responsible for preparing a stormwater pollution prevention plan (SWPPP) to guide construction activities. The city would develop and implement construction site erosion control and stormwater management plans in connection with the project. Most construction activities are eligible for coverage under state-issued general permits.

To reduce impacts on water quality, contractors would be required to minimize the amount of area cleared at a given time and would employ erosion control measures at all stages of construction in compliance with NPDES requirements and the SWPPP that would be prepared for implementation of a NPDES permit.

In addition, construction would be performed according to local and state rules and all amendments regarding grading, soil erosion, and construction site runoff control. Control measures would include silt fences, silt basins, temporary berms and dikes, drains, gravel, mulches, and grasses, as appropriate. These measures would apply to haul roads and borrow sites as well as the permanent ROW. It is possible that a contractor-furnished borrow site would be needed for a contractor to provide fill material for the project. The borrow site would meet the contractor's permit requirements for protecting water quality. Sanitary facilities would be required at the construction site. Suitable storage areas and careful handling of potentially harmful materials would be required of the contractor.

The Preferred Alternative would increase the amount of pavement throughout the Study Area. The conversion of pervious land to impervious pavement, along with the improved flow efficiency of the storm sewer system, would combine to increase both the volume of runoff generated and the peak flows associated with that runoff.

Applying BMPs could minimize water quality impacts. For example, installation and maintenance of siltation barriers down-gradient of any proposed excavation or clearing would minimize these impacts. Construction activities must also comply with the city of Council Bluffs' plans to manage stormwater within the Study Area.

A Clean Water Act Section 404 permit from USACE will be required to address project impacts on surface waters classified as WUS. Further discussion of permits is provided in Section 3.26, Permits.

3.13 Floodplains, Streams, and Stream Crossings

3.13.1 Affected Environment

The Study Area includes portions of three watersheds, all with designated floodplains: Little Mosquito Creek, Mosquito Creek, Little Pony Creek, and Pony Creek. Little Mosquito Creek is located in the northern and western portions of the Study Area. Little Pony Creek is located in the southwestern and central portions of the Study Area. Pony Creek traverses the southeastern portion of the Study Area (see **Exhibit 3.9**).

The Little Mosquito-Mosquito Creek Hydrologic Unit Code (HUC) 12³ watershed is a 415-square-mile watershed that drains a portion of Pottawattamie County. Little Mosquito Creek traverses the Study Area; Mosquito Creek is located outside of the Study Area, but tributaries of Mosquito Creek do traverse the Study Area.

The Little Pony Creek Watershed is a sub-watershed within the Little Mosquito Creek-Mosquito Creek HUC 12 Watershed, and is approximately 4.5 square miles in size and approximately 5 miles long.

The Pony Creek Ditch HUC 12 Watershed originates in Pottawattamie County in Section 30, Township 75 North, Range 42 West, and its terminus is located at the confluence of Mosquito Creek southeast of MidAmerican Energy Company's Walter Scott Jr. Energy Center. The Pony Creek Ditch Watershed is approximately 28.9 square miles in size and approximately 15 miles long. **Exhibit 3.9** shows the location of streams and their watersheds in and adjacent to the Study Area.

Table 3.11 lists watersheds traversed by the Study Area and the associated drainage areas for each watershed.

Table 3.11
Watersheds and Drainage Areas

Watershed	Drainage area (Sq. miles)
Little Mosquito Creek–Mosquito Creek	41.7
Pony Creek Ditch	28.6
Little Pony Creek	4.5

The Little Pony Creek floodplain contains some scattered low-quality wetlands and habitats that are mostly valued for stormwater control and pollution filters. Pony Creek has associated floodplains consisting mostly of low-lying emergent wetlands. Little Mosquito Creek also includes floodplains.

A river, stream, or open ditch can overflow its banks and flood nearby lands. The land that is flooded is defined as a floodplain. A 100-year floodplain is the land area that would be flooded by the overflow of water resulting from a flood with a 1 percent probability of occurring in any

³ A HUC watershed is a physiographic unit based on surface hydrologic features. There are unique codes assigned to hydrologic units based on six levels of classification ranging from a 2-digit HUC (at a region level, the largest unit) to a 12-digit HUC (at a subwatershed level).

year. The floodplain is divided into two parts: the floodway carries most of the flow during a flood event, and the floodway fringe is an area of very slow moving water or “slack water.” These are high hazard areas during times of flooding.

Development within the floodplain is discouraged without purchase of flood insurance through the National Flood Insurance Program administered by the Federal Emergency Management Agency (FEMA). Executive Order 11988, Floodplain Management, dated May 24, 1977, and implemented by U.S. Department of Transportation Order 5650.2, dated April 23, 1979, requires federal agencies to avoid disrupting floodplain areas (including floodways) whenever there is a practicable alternative, and to minimize any environmental harm that might be caused by the proposed action. An area with a floodplain may or may not also have a delineated floodway; delineated boundaries are approved by FEMA. The city of Council Bluffs and Pottawattamie County, in cooperation with Iowa DNR and USACE, are responsible for permitting any construction activities in floodplains within the city limits of Council Bluffs and unincorporated Pottawattamie County, respectively. The approximate limits of the 100-year floodplains are shown in **Exhibits 3.6A through 3.6E**. There are no delineated floodways delineated within the Study Area.

Regionally, there are numerous levees to protect areas from periodic flooding. Because the Study Area is located in the upper watershed basins, there are no levees.

The PMT coordinated with USACE and Iowa DNR throughout the study process to address flooding and other relevant water resource issues. Copies of the correspondence are located in **Appendix B**.

IA 92 crosses Little Pony Creek with a box culvert. Eastern Hills Drive crosses Little Pony Creek east of State Orchard Road, and crosses a tributary of Little Mosquito Creek north of Three Bridge Road; both crossings are via box culverts. Cedar Lane crosses Little Pony Creek east of State Orchard Road with a box culvert. Greenview Road crosses Pony Creek west of Cottonwood Road with a box culvert, and crosses Little Pony Creek near State Orchard Road.

3.13.2 Environmental Consequences

3.13.2.1 *No-Build Alternative*

The No-Build Alternative would not impact any floodplains, streams, and/or stream crossings. Future development independent of the proposed project could occur and result in future impacts on floodplains and other water resources.

3.13.2.2 *Preferred Alternative*

The Preferred Alternative would impact Little Mosquito Creek, Little Pony Creek, and Pony Creek due to the following:

- Reconstruction of a crossing of a tributary of Little Mosquito Creek south of US 6
- New crossing of a tributary of Little Mosquito Creek near Steven Road
- Reconstruction of a crossing of Little Pony Creek at Greenview Road
- Reconstruction of a crossing of Little Pony Creek at Cedar Lane
- New crossing of Little Pony Creek south of Greenview Road
- New crossing of Little Pony Creek north of IA 92

- Extension of existing crossing of Little Pony Creek at IA 92
- Reconstruction of a crossing of Pony Creek at Greenview Road
- Channel realignment of a portion of Little Pony Creek south of Greenview Road

Exhibits 3.6A through 3.6E show the stream crossing locations within the proposed construction limits; the only crossing that would not be modified is the Eastern Hills Drive crossing of Little Pony Creek east of State Orchard Road.

The Pottawattamie County flood hazard study was updated in 2013, and the project area north of IA 92 is now designated as a Special Flood Hazard Zone A. A hydraulic analysis would be completed for the Preferred Alternative, and the new roadway, including the creek crossing structures and roadway embankment fill, would be designed to result in an increase in backwater flood elevation that would not exceed 1 foot.

The proposed construction limits would impact approximately 21.7 acres of floodplain: 21.0 acres of Little Pony Creek floodplain, 0.4 acre of Pony Creek floodplain, and 0.3 acre of an unnamed tributary of Little Mosquito Creek. Because there is no delineated floodway in the Study Area, there would be no floodway impacts.

Approximately 2,920 linear feet of stream impacts would occur, including 2,556 linear feet of Little Pony Creek and 364 linear feet of an unnamed tributary of Little Mosquito Creek. Channel realignment would be required for approximately 350 linear feet of Little Pony Creek.

3.13.3 Indirect Floodplain and Stream Impacts

Planned developments supported by the project include increased residential and commercial areas. These developments may also include work in or near the floodplain and flowage easements. These are not deemed as indirect impacts resulting from the proposed project because the majority of the available land is already accounted for by planned developments. Any planned developments would be required to conform to city, state, and federal laws regarding construction in a floodplain, stormwater runoff, and erosion control.

3.13.4 Floodplains, Streams, and Stream Crossings Mitigation

Coordination with USACE would be conducted to allow the following mitigation measures:

- A “positive drainage plan” will be developed to ensure that ditches can be maintained and are generally kept in a dry and mow-able state.
- A temporary flood fight plan during construction will be developed and enforced.
- Floodplain development permits would be required to address floodplain impacts. Depending on the findings of a hydraulic analysis, fill placed in the 100-year floodplain may require an equivalent volume of cut in terms of cubic yards within the Little Mosquito Creek, Little Pony Creek, and Pony Creek floodplains.
- A Clean Water Act Section 404 permit application will be required to address wetland and stream impacts.

The city of Council Bluffs and Pottawattamie County will require floodplain development permits for the Preferred Alternative impacting portions of the 100-year floodplains of Little Pony Creek, Pony Creek, and a tributary of Little Mosquito Creek. Floodplain development permit applications will be filed during the final design phase prior to construction. The potential floodplain impacts associated with the Preferred Alternative are shown in **Exhibit 3.9**.

The plans for modification of the creek channel would be permitted as part of the Clean Water Act Section 404 permit discussed in Section 3.14.3.

3.14 Wetlands

3.14.1 Affected Environment

Wetlands are a unique and important part of a watershed. Not only do they provide many plant and animal species with habitat for living and reproducing, but they also have an important role for the WUS. Wetlands aid a local watershed by providing water quality improvements, storing large amounts of floodwaters, and providing aesthetics and biological productivity (EPA 2001). Wetlands are affected by human activities such as construction and development. As a result, the U.S. government has issued several acts and regulations to help protect and preserve wetlands; one of these is Section 404 of the Clean Water Act. In 1977, U.S. Congress enacted Section 404 of the Clean Water Act to maintain and restore the integrity of the WUS. Section 404 authorized the Secretary of the Army to issue permits for the discharge of dredged or fill material into the WUS, including wetlands (Environmental Laboratory 1987). For this reason, it is common for wetland habitats to be assessed and delineated to determine their boundaries and whether they are associated with the “Waters of the United States” as defined by USACE. “Waters of the United States” include interstate waters and wetlands, adjacent wetlands, territorial seas, tidal seas and non-tidal waters, and waters that are currently used, were used in the past, or may be susceptible for use as interstate or foreign commerce, as provided in 33 CFR Part 328 by USACE. For most projects, wetland delineations are performed to determine if wetlands are, indeed, present on a particular site and to aid in recognizing any potential impacts from a proposed action.

PMT members assessed and delineated wetlands in most of the Study Area in October 2008 (Snyder & Associates 2008 and March 2009b). An additional 7.3 acres in the expanded Study Area along the IA 92 corridor from Concord Loop/State Orchard Road to Somerset Avenue was delineated in February 2014 (Snyder & Associates 2014). The purpose of the assessment was to identify wetland sizes and locations to determine if they are associated with WUS and consequently subject to regulation by USACE. The methods used for wetland identification were founded on the *Corps of Engineers Wetlands Delineation Manual* (Environmental Laboratory 1987). In 2014, the delineations were conducted under the guidance of USACE’s *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region (Version 2.0)* (USACE 2010).

As part of the assessment, the PMT gathered several resources to assist in identifying the sizes and locations of potential wetlands. These resources consisted of a U.S. Geological Survey (USGS) 7.5-minute topographic map of the area, an NWI map of the area, aerial photographs, and a USDA NRCS Soil Survey of Pottawattamie County, Iowa (2014). After potential wetland sites were identified via desktop analysis, the PMT performed field studies to delineate actual wetland boundaries. Delineation of wetland boundaries was based on recognition of common wetland indicators such as hydric soil types, plant and/or vegetation species, and the presence of surface water and other wetland hydrology. All soil, vegetation, and hydrology information collected was recorded on a USACE Routine Wetland Determination Data Form for further review and documentation.

In 2008, eight wetland areas were delineated following steps listed in the *Corps of Engineers Wetlands Delineation Manual* (Environmental Laboratory 1987). To affirm the true boundaries

of the eight wetland areas, the PMT collected soil and vegetation samples in and near the wetland areas. The most common soil found was Napier silt loam. These soils have 2 to 5 percent slopes, are well drained, and are considered non-hydric soils both locally and nationally. Most of the vegetative species collected were found to be suitable for life in hydrophytic conditions.⁴ **Table 3.12** provides the delineated area for each wetland. The vegetative species collected are listed in **Table 3.13**. Wetland areas are shown in **Exhibits 3.6A through 3.6E**.

Table 3.12
Wetlands Identified during the 2009 Wetland Delineation

Wetland ID*	Area (ac)	Forested, Emergent
A	1.15	F: 40%, E: 60%
B	3.55	F: 60%, E: 40%
C	0.15	F: 10%, E: 90%
D	0.09	F: 100%
E	0.13	F: 10%, E: 90%
F	0.31	F: 100%
G	0.15	F: 100%
H	0.73	F: 100%

Source: Snyder & Associates 2009c.

**Wetland IDs correspond to the wetlands shown in Exhibits 3.6A through 3.6E.*

Regarding wetland types, the PMT identified characteristics associated with Palustrine wetland systems among all of the wetland areas. Palustrine systems are those wetland systems that include all non-tidal wetlands dominated by trees, shrubs, persistent emergent vegetation, emergent mosses or lichens, and all such wetlands that occur in tidal areas where salinity due to ocean-derived salts is below 0.5 percent (Cowardin et al. 1979). The delineated wetland areas include a combination of forested and emergent wetlands. Forested wetlands contain trees and vegetation that are taller than 6 meters (20 feet) (Cowardin et al. 1979). Emergent wetlands contain year-round vegetative growth, such as perennial plants suited for hydric conditions, and unconsolidated wetlands contain substrates that lack vegetation except for dominant plants during a brief growing season (Cowardin et al. 1979). Greater detail on delineated wetlands, classifications, and vegetation is contained in the Wetland Delineation Report prepared for the project (Snyder & Associates 2008).

In 2014, the wetland delineation conducted on the expanded Study Area found no additional wetlands or WUS (Snyder & Associates 2014).

⁴ Hydrophytic conditions indicate an environment that is water saturated and oxygen poor.

Table 3.13
Wetland Vegetation Species Identified

Common Name	Scientific Name	Wetland Indicator Status*
Boxelder	<i>Acer negundo</i>	FACW
Cattail	<i>Typha latifolia</i>	OBL
Eastern cottonwood	<i>Populus deltoides</i>	FAC+
Fall panic grass	<i>Panicum dichotomiflorum</i>	FACW-
Red osier dogwood	<i>Cornus sericea</i>	FACW+
Reed canarygrass	<i>Phalaris arundinacea</i>	FACW+

Source: Snyder & Associates 2008.

Notes:

*Wetland indicator categories for vegetation species collected are presented below (Environmental Laboratory 1987; Snyder & Associates 2008). For a wetland indicator status that ends in "+" or "-" (such as FACW+), this indicates that the species is either near the higher end (+) or the lower end (-) of the category.

FAC = Facultative. Vegetation that is equally likely to occur in wetlands or non-wetlands (estimated probability 34 to 66 percent)

FACW = Facultative Wetland. Vegetation that usually occurs in wetlands (estimated probability 67 to 99 percent) but occasionally is found in non-wetlands

OBL = Obligate Wetland. Vegetation that occurs almost always under normal conditions in wetlands (estimated probability greater than 99 percent)

3.14.2 Environmental Consequences

The PMT examined approximately 6.26 acres of wetlands in the Study Area. All delineated wetlands appear to be jurisdictional for permitting by USACE. The assessment also identified several bodies of water considered to be WUS. These include a pond located south of IA 92, Little Pony Creek and its tributaries in the western portion of the Study Area, Pony Creek and its tributaries in the eastern portion of the Study Area, and Little Mosquito Creek and its tributaries in the western and northern portions of the Study Area. The PMT will continue efforts to avoid and minimize impacts on wetlands and WUS throughout the design process. Further details on the delineated wetlands are contained in the Wetland Delineation Report, the Wetlands Technical Memorandum, and the technical memorandum titled Threatened & Endangered Species and Wetland Review – Expansion Area (Snyder & Associates 2008, 2009b, and 2014).

3.14.2.1 No-Build Alternative

There would not be impacts on wetlands and WUS under the No-Build Alternative because the proposed project would not be constructed. However, future development independent from the project could occur and impact wetlands and other WUS.

3.14.2.2 Preferred Alternative

The Preferred Alternative would unavoidably impact approximately 0.83 acre of wetlands in the Study Area based on current wetland delineation data and current project design. These impacts are shown in **Exhibits 3.6A through 3.6E** and listed in **Table 3.14**. In accordance with the wetland types documented in Table 3.12, nearly all impacts would be to forested wetlands. The impacts include grading, filling, and installing culverts along a drainageway for the new ROW. However, an updated wetland delineation would be conducted prior to applying for a Clean Water Act Section 404 permit.

**Table 3.14
Preliminary Wetland Impacts**

Wetland ID	Area (ac)	Preferred Alternative Impacts (ac)
A	1.15	0.00
B	3.55	0.37
C	0.15	0.00
D	0.09	0.00
E	0.13	0.00
F	0.31	0.01
G	0.15	0.11
H	0.73	0.34

3.14.3 Wetlands Avoidance, Minimization, and Mitigation

The project proponents must first try to avoid and minimize wetland impacts, which can be done during the final design process. If there are unavoidable wetland impacts, a Clean Water Act Section 404 permit would be required from USACE. Individual Section 404 permits apply to projects involving more than 0.5 acre of wetland impacts. Wetland impacts require wetland mitigation.

The current standard Iowa DOT compensation ratio for emergent wetland impacts is 1.5:1, meaning 1.5 acres of wetland are replaced for every 1 acre of emergent wetland impacted. Forested wetlands are mitigated at a minimum 2:1 ratio (Iowa DOT 2009). USACE has requested that all wetlands impacted be replaced regardless of whether they are jurisdictional or not. USACE requires a minimum 1:1 ratio for replacing wetlands based on the acreage of wetland impact. The final wetland replacement ratio required would be based on the quality of wetlands involved following a wetland delineation of the Study Area, as required by USACE.

The isolated wetlands and ponds in many cases also provide surface water retention and storage; additional detention or retention areas may be constructed to provide adequate replacement drainage and storage. Impacts on water quality and drainage, along with mitigation of these impacts are discussed in Section 3.12, Surface Waters and Water Quality.

The identification of a wetland mitigation site or purchasing credits at a wetland mitigation bank would be coordinated with USACE as part of the Clean Water Act Section 404 permit process. The city of Council Bluffs must submit a Joint Application Form and mitigation plan to USACE and Iowa DNR to obtain a Clean Water Act Section 404 permit. Once the appropriate permits are obtained, the wetland mitigation site would be constructed or enhanced prior to the filling of wetlands for the project.

3.15 Woodlands

3.15.1 Affected Environment

According to Iowa Code Section 314.23, which applies to highway projects, “Woodland removed shall be replaced by plantings as close as possible to the initial site, or by acquisition of an equal amount of woodland in the general vicinity for public ownership and preservation, or by

other mitigation deemed to be comparable to the woodland removed, including, but not limited to, the improvement, development, or preservation of woodland under public ownership.”

A woodlands assessment was completed within the Study Area to determine the presence of and potential impacts on woodlands (Snyder & Associates 2009d). Iowa DOT considers woodland impacts to occur if the area consists of 2 acres or greater of forested land having at least 200 trees (3 inches in diameter at breast height or greater) per acre (Iowa DOT 2014b).

Three woodland areas were identified within the Study Area. Two woodland areas are located east of existing Steven Road and a third woodland area is located southwest of the intersection of Cedar Lane and Eastern Hills Drive. **Table 3.15** provides a summary of each woodland area identified within the Study Area. **Exhibits 3.6A through 3.6B** indicate the woodland areas within the Study Area.

Table 3.15
Woodlands Present in the Study Area

Woodland ID	Size (ac)	Species Present
1	6.1	white mulberry (<i>Morus alba</i>), common hackberry (<i>Celtis occidentalis</i>), American basswood (<i>Tilia americana</i>), American elm (<i>Ulmus americana</i>), honey locust (<i>Gleditsia triacanthos</i>), eastern juniper (<i>Juniperus virginiana</i>), Kentucky coffeetree (<i>Gymnocladus dioicus</i>), bur oak (<i>Quercus macrocarpa</i>), eastern black walnut (<i>Juglans nigra</i>)
2	5.8	common hackberry (<i>Celtis occidentalis</i>), red mulberry (<i>Morus rubra</i>), American elm (<i>Ulmus americana</i>), American basswood (<i>Tilia americana</i>), eastern cottonwood (<i>Populus deltoides</i>), northern red oak (<i>Quercus rubra</i>), honey locust (<i>Gleditsia triacanthos</i>), Siberian elm (<i>Ulmus pumila</i>)
3	5.0	red mulberry (<i>Morus rubra</i>), black willow (<i>Salix nigra</i>), American elm (<i>Ulmus americana</i>), common hackberry (<i>Celtis occidentalis</i>), Siberian elm (<i>Ulmus pumila</i>), box elder (<i>Acer negundo</i>)

Source: Snyder & Associates 2009d.

3.15.2 Environmental Consequences

3.15.2.1 No-Build Alternative

The No-Build Alternative would not have an impact on woodlands. However, future development independent from the project could occur and impact woodlands.

3.15.2.2 Preferred Alternative

Approximately 5.71 acres of woodlands would be impacted by the construction of the Preferred Alternative. As shown in **Exhibits 3.6A through 3.6E**, Woodland 1 (3.62 acres), Woodland 2 (2.07 acres), and Woodland 3 (0.02 acre) would be impacted during construction.

3.15.3 Woodland Mitigation

Mitigation for the woodlands that would be permanently impacted may include the acquisition of existing woodlands that would be placed under a protective easement. Mitigation may also include planting and developing a forested area on land near the Study Area. Because the amount of Woodland 3 that would be affected is less than 2.0 acres, it would not be considered a woodland impact requiring mitigation in accordance with Iowa DOT Policy 11A030 (Iowa DOT 2014b). Acquisition or development of a woodland area would be at the compensation ratio is 1:1, meaning that there would be 5.69 acres of new woodland creation or acquisition for this project.

3.16 Threatened and Endangered Species

In accordance with Section 7 of the Endangered Species Act (ESA) (16 United States Code [U.S.C.] 1536(c)) and 571 Iowa Administrative Code Chapter 77, Endangered and Threatened Plant and Animal Species, two biological surveys of the Study Area were conducted to help determine the potential presence of threatened, endangered, proposed, or sensitive species and habitat.

3.16.1 Affected Environment

As specified in ESA Section 7(a)(2), each federal agency is required to ensure that

any action authorized, funded, or carried out by such agency...is not likely to jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of habitat of such species which is determined by the Secretary, after consultation as appropriate with the affected States, to be critical, unless such agency has been granted an exemption for such action by the Committee.... (16 U.S.C. 1536(a)(2))

Further, ESA Section 7(a)(4) requires that

Each Federal agency shall confer with the Secretary on any agency action which is likely to jeopardize the continued existence of any species proposed to be listed under section 4 or result in the destruction or adverse modification of critical habitat proposed to be designated for such species. (16 U.S.C. 1536(a)(4))

As part of the environmental documentation process, early coordination letters were sent to participating agencies, including Iowa DNR and USFWS. These early coordination letters invited the participating agencies to comment about known environmental issues located in the vicinity of the project.

In a letter that was received on April 14, 2009, Iowa DNR responded that its records of the area in the vicinity of the project showed “no site-specific records of rare species or significant natural communities that would be impacted by this project.” This letter is based solely on Iowa DNR’s records and not based on thorough field survey work; a copy of this letter is provided in Appendix B.

Prior to field surveys, websites were reviewed to identify species known to occur in specific areas. However, the lists have been updated since the original 2008-2009 survey and since the publication of the DEIS. Therefore, in 2014, a desktop review was conducted using an Iowa DNR website (<https://programs.iowadnr.gov/naturalareasinventory/pages/Query.aspx>) to identify the current list of potential threatened and endangered plant and animal species in or near the

Study Area (Iowa DNR 2014b). **Table 3.16** lists these species. In addition, a USFWS website (<http://ecos.fws.gov/ipac/>) was used to identify the current federally listed threatened and endangered species that may be located in or near the Study Area (USFWS 2014b). **Table 3.17** lists the plant and animal species as identified on the USFWS website.

Table 3.16
Iowa DNR List of Rare, Threatened, and Endangered Species in Pottawattamie County

	Common Name	Scientific Name	Classification
Birds	Bald eagle	<i>Haliaeetus leucocephalus</i>	Special concern
	Barn owl	<i>Tyto alba</i>	Endangered
	Least tern	<i>Sterna antillarum</i>	Endangered
	Piping plover	<i>Charadrius melodus</i>	Threatened
Fish	Pallid sturgeon	<i>Scaphirhynchus albus</i>	Endangered
Insects	Dusted skipper	<i>Atrytonopsis hianna</i>	Special concern
	Ottoo skipper	<i>Hesperia ottoe</i>	Special concern
	Regal fritillary	<i>Speyeria idalia</i>	Special concern
	Wild indigo dusky wing	<i>Erynnis baptisiae</i>	Special concern
Mammals	Least shrew	<i>Cryptotis parva</i>	Threatened
	Plains pocket mouse	<i>Perognathus flavescens</i>	Endangered
Plants	Frost grape	<i>Vitis vulpina</i>	Special concern
	Lance-leaf Scurf-pea	<i>Psoralidium lanceolatum</i>	Special concern
	Narrow-leaved Milkweed	<i>Asclepias stenophylla</i>	Endangered
	Pretty dodder	<i>Cuscuta indecora</i>	Special concern
	Raccoon grape	<i>Ampelopsis cordata</i>	Special concern
	Scarlet Globe-mallow	<i>Sphaeralcea coccinea</i>	Threatened
	Softleaf Arrow-wood	<i>Viburnum molle</i>	Special concern
	Spreading yellow cress	<i>Rorippa sinuata</i>	Special concern
	Ten petaled mentzelia	<i>Mentzelia decapetala</i>	Special concern
	Water parsnip	<i>Berula erecta</i>	Threatened
	Great Plains Ladies'-tresses	<i>Spiranthes magnicamporum</i>	Special concern
	Western prairie fringed orchid	<i>Platanthera praeclara</i>	Threatened
	Prairie moonwort	<i>Botrychium campestre</i>	Special concern
Reptiles	Great plains skink	<i>Eumeces obsoletus</i>	Endangered
	Ornate box turtle	<i>Terrenene ornata</i>	Threatened
	Western worm snake	<i>Carphopis amoenus</i>	Threatened

Source: Iowa DNR 2014b.

Table 3.17
Federal List of Rare, Threatened, and Endangered Species near Study Area

	Common Name	Scientific Name	Classification
Birds	Piping plover	<i>Charadrius melodus</i>	Threatened
Plants	Western prairie fringed orchid	<i>Platanthera praeclara</i>	Threatened
Mammals	Northern long-eared bat	<i>Myotis septentrionalis</i>	Proposed endangered

Source: USFWS. 2014b.

A pedestrian field survey was initiated on October 17, 2008, by Snyder & Associates. The majority of the Study Area is either suburban developments or agricultural fields. This survey was conducted in the Study Area to identify any significant habitat that would need a more complete survey for the required species. The features with the highest probability of containing

a rare, threatened, or endangered species include wetlands, forested uplands, and Little Pony Creek. Little Pony Creek is currently forested on one side of the creek, with both banks being significantly disturbed historically, including for residential housing and agricultural activities. Another area of interest was identified between Steven Road and Cedar Lane; this area is primarily forested uplands with the exception of the utility ROW that bisects the woodlands. The pedestrian surveys were concentrated in these areas. The forested upland plant communities were found to be predominantly boxelder (*Acer negundo*), eastern cottonwood (*Populus deltoides*), choke cherry (*Prunus virginiana*), and red osier dogwood (*Cornus sericea*), which are not commonly associated with any rare, threatened, or endangered species. The field surveys were conducted approximately every month through the spring and summer of 2009 to encompass the entire flowering season for the plants. No rare, threatened, or endangered species were found during the surveys (Snyder & Associates 2009d). A pedestrian field survey was also completed on February 3, 2014, in a 7.3-acre area near IA 92 from Concord Loop/State Orchard Road to Somerset Avenue (Snyder & Associates 2014). The survey dates and results are provided in **Table 3.18**. In 2014, a review of aerial photography of the entire Study Area was performed to determine if potential habitat for any listed species exists in the Study Area.

Table 3.18
Threatened/Endangered Species Survey Dates and Results

Date	Threatened/Endangered Species
10.17.2008	None observed
03.14.2009	None observed
05.09.2009	None observed
06.13.2009	None observed
07.10.2009	None observed
08.15.2009	None observed
11.08.2013	None observed
02.03.2014	None observed

Source: Snyder & Associates 2009d; Snyder & Associates 2014.

The surveys also determined that Little Pony Creek is a second order stream located in a lowland area near State Orchard Road, which transitions into a first order stream near Steven Road/Cedar Lane. The stream substrate is silt, resulting from the agricultural runoff from surrounding farms (Snyder & Associates 2009d).

During the habitat survey and analysis, plant species and plant composition in different portions of the Study Area were identified. The majority of the existing environment in the Study Area is highly human impacted, either by residential or agricultural development. Grass species include brome grass, reed canarygrass, foxtail, Kentucky bluegrass, red fescue, and fall panic grass. Forbs species include giant ragweed, thistle, clover, common milkweed, cattail, American pokeweed, and garlic mustard. Tree species in the area include eastern cottonwood, black willow, boxelder, honey locust, choke cherry, red osier dogwood, and black maple. Shrub species include red maple and black willow. No high-quality natural plant communities were identified during the survey (Snyder & Associates 2009d).

No records of listed species occurrences have been documented based on information obtained from Iowa DNR and USFWS. No sensitive species were identified during the field survey conducted in October 2008, and coordination was conducted with Iowa DNR in 2009. In its

letter dated April 14, 2009, Iowa DNR noted that its databases did not indicate the presence of any sensitive species or habitat in the vicinity of the project (Snyder & Associates 2009d).

Migratory birds may nest in vegetation affected by the proposed construction. In addition, migratory birds may nest on bridge structures. The primary season for migratory bird nesting activity in Iowa is between April 1 and July 15. However, some migratory birds, including ground nesters and raptors, are known to nest outside of the primary nesting season.

USFWS did not submit any comments on the DEIS but indicated during coordination on the FEIS that the northern long-eared bat (*Myotis septentrionalis*) is proposed to be listed as endangered. This species' summer habitat includes trees with holes, cracks, crevices, and exfoliating bark. The woodlands described in Section 3.15 provide potential habitat for the northern long-eared bat.

3.16.2 Environmental Consequences

3.16.2.1 *No-Build Alternative*

No federally or state listed threatened or endangered species or species habitat would be affected if the project were not constructed. According to ESA Section 7 requirements, there would be no effect on federally listed or federally proposed species or their respective habitats. There would be no impacts on state-listed species or their respective habitats. Future development could occur independent of the project and have the potential to affect federally and state-listed species and their habitat.

3.16.2.2 *Preferred Alternative*

Iowa DOT's Determination of Effect for Threatened & Endangered Species forms were completed on December 3, 2014, and submitted to Iowa DOT for review. The forms documented a No Effect determination based on lack of habitat for all of the following species: piping plover, western prairie fringed orchid, barn owl, interior least tern, pallid sturgeon, least shrew, Plains pocket mouse, narrow-leaved milkweed, scarlet globe-mallow, water parsnip, Great Plains skink, ornate box turtle, and western worm snake.

The Determination of Effect form documented a May Affect – Not Likely to Adversely Affect determination for the federally proposed northern long-eared bat. The Preferred Alternative may impact potential habitat for the northern long-eared bat because the woodlands described in Section 3.15 provide potential habitat for this species. USFWS concurred with this determination and stated that “the scope of the proposed project is very small and will not affect the species' population on a local or range-wide level. Provided that suitable roosting habitat is removed between October 1 and March 31, the project will not result in direct take of the northern long-eared bat” (USFWS 2014c).

The project would have no effect on any other federally or state-listed species. Iowa DOT's Determination of Effect for Threatened and Endangered Species forms are included in Appendix C.

3.16.3 Threatened and Endangered Species Mitigation

Coordination with USFWS on the FEIS resulted in the development of mitigation measure for potential effects on the northern long-eared bat that would restrict the clearing of potential habitat areas outside the summer habitat timeframes. Tree clearing should occur between October 1 and March 31.

USFWS has specified mitigation to protect migratory birds. To the extent practicable, vegetation clearing and bridge demolition activities should be scheduled outside of the primary nesting season dates⁵ to avoid or minimize adverse impacts on nesting migratory birds. In the event that vegetation clearing and/or bridge demolition must be completed when nesting migratory birds may be present, construction activities should be limited to daylight hours during migration periods. Bridges shall be maintained to preclude nesting activity through activities such as placing netting to prevent birds from building nests and clearing of inactive nests from the structure prior to nesting activity.

To comply with the provisions of the Migratory Bird Treaty Act (16 U.S.C. 703-712, as amended), if construction were planned during the primary nesting season, a pre-construction nesting bird survey would need to be conducted in the proposed construction areas. Should active nests be observed and the contractor and the city's project manager determine that they cannot be avoided until after the birds have left the nest, and if no practicable or reasonable avoidance alternatives are identified, then the contractor would complete a Federal Fish and Wildlife Permit Application Form (Form 3-200-37) and coordinate with the Rock Island Ecological Services Field Office for submittal requirements. The contractor may proceed with work on the affected project activities following receipt of the approved permit from USFWS. Construction activities must cease if listed threatened or endangered species are encountered during the construction of the project.

3.17 Farmland and Soils

The federal Farmland Protection Policy Act of 1981, as amended (7 CFR Part 658), protects prime farmland, unique farmland, and farmland that is of statewide or local importance. Iowa Code 6B provides authority to condemn agricultural land (defined under Iowa Code 6A.21) for ROW purposes. The code helps protect agricultural land and facilitates early coordination with potentially affected landowners. Notification is required if an agricultural parcel of 10 acres or more would require any land acquisition, regardless of the amount.

3.17.1 Affected Environment

The Study Area is a mixture of rural farmland and suburban residential uses located on the eastern edge of the city of Council Bluffs. According to the Soil Survey of Pottawattamie County, Iowa, the Study Area contains 263.8 acres of prime farmland, 6.5 acres of prime farmland that has been drained, 146.2 acres of locally important farmland soils, and 55.5 acres of soil with state importance (USDA NRCS 2014). The majority of the soils in this area consist primarily of silty loam soils formed in loess uplands (USDA NRCS 2014). Loamy soils provide fertile soil for farming because of their ability to retain nutrients and water, but may require proper drainage prior to construction. Silty clay soils have a high shrink-swell potential, but are not expected to pose a challenge to construction of the project. The Study Area includes the Loess Hills, which consist of wind-deposited soil forming gentle to steeply rolling hills. The soils of the Loess Hills are highly susceptible to erosion.

⁵ Primary nesting seasons are April 1 to September 1 for most migratory species; April 1 to September 30 for swallows, marsh wrens, and American goldfinch; and February 1 to September 30 for eagles, owls, and other raptors.

3.17.2 Environmental Consequences

3.17.2.1 *No-Build Alternative*

The No-Build Alternative would not have an impact on farmland. However, future development independent from the project could occur and impact farmland. Soils would continue to erode in exposed areas, such as along stream banks.

3.17.2.2 *Preferred Alternative*

Construction of the proposed project would require acquisition of approximately 53.7 acres of farmland in Pottawattamie County, as determined through an analysis of farmland impacts in accordance with NRCS requirements. These 53.7 acres are outside of areas depicted as urbanized on the U.S. Census Bureau Boundary Reference Map for 2014, and do not include parcels identified as residential, commercial, or industrial land. All of the affected farmland is prime farmland, farmland of statewide importance, farmland of local importance, or farmland of unique importance. This estimate was calculated by determining the total acreage of farmland that would be converted, directly or indirectly, by construction of and property acquisition for the project. Areas impacted by construction are defined as direct conversion of farmland; areas acquired for ROW are defined as indirect conversion.

USDA NRCS Form NRCS-CPA-106, Farmland Conversion Impact Rating for Corridor Type Projects, was used to score the impact of the Preferred Alternative on farmland soils. Using the corridor-type site assessment criteria, the Preferred Alternative scored 44 out of a maximum 160 points. Consequently, the form does not need to be submitted to NRCS for completion of Part V because even if the agency scored Part V the maximum of 100 points, the total score would be below the 160 point criterion for consideration of protection of farmland in accordance with the Farmland Protection Policy Act.

In accordance with Iowa Code 6A.21 identification of land with an agricultural use, construction of the proposed project would require acquisition of approximately 60.3 acres of agricultural land in parcels of 10 acres or more. These agricultural lands include urbanized areas and parcels identified as residential land that appears to include pasture, crop, or other agricultural use based on aerial photograph analysis.

In addition to the estimated 60.3 acres of total agricultural land impacted, the project would potentially cause a loss of some additional agricultural land as a result of diagonal severance, which would cause parcels to be either too small or too angular for efficient farming. It is possible that some of the smaller parcels not farmable or accessible by a landowner could be sold to another landowner and still be farmed. The design is still in a preliminary stage, so specific impacts are not known at this time. As design proceeds and meetings with landowners occur, specific acquisition impacts would be determined.

Landowners with agricultural land, as classified by Iowa Code 6A.21, would be notified of the potential acquisition of their property and of the upcoming public hearing that would be held after distribution of the FEIS.

Soils affected in the area of the project are not expected to require specific mitigation measures. The impacts on the Loess Hills are of main concern, as their high susceptibility to erosion is sensitive. During scoping, Iowa DNR requested that the Loess Hills not be used as a borrow site, and that cut and fill volumes be balanced. According to Iowa DOT, land disturbance within the

Loess Hills region should be avoided or minimized if possible. Earthwork for this project would occur in sites where balanced cut and fill volumes are estimated to result.

3.18 Energy

This assessment evaluates potential commitments of energy resources likely to be involved in the project. It also takes into consideration any potential energy conservation likely to reduce the use of energy sources and thereby contributions to greenhouse gases and potential climate change.

3.18.1 Affected Environment

All vehicular transportation modes require various forms of energy resources, which have different implications on energy use and climate change. Operating cars, trucks, and other motorized vehicles generate air emissions, including greenhouse gases (such as carbon dioxide and water vapor). Greenhouse gases emitted into the atmosphere absorb and emit radiation, part of which is reflected back to the lower atmosphere and results in an increase in average surface temperatures. Current traffic expends energy and provides a minimal contribution of air emissions.

3.18.2 Environmental Consequences

3.18.2.1 No-Build Alternative

Under the No-Build Alternative, the project would not be built, and impacts on energy use and climate change would not occur beyond those that would occur due to other projects. Traffic levels in the future are projected to increase, causing additional energy expenditures and generating additional air emissions (as discussed in Section 3.11.2.1). Components of vehicular emissions would further contribute negligibly to greenhouse gases and potential climate change.

3.18.2.2 Preferred Alternative

Viewed within the context of the anticipated design life of the Preferred Alternative, the principal energy-consuming activity of roadway transportation is vehicle operation. The Preferred Alternative would improve traffic flow and reduce vehicle fuel consumption. However, the improved traffic flow is forecast to cause additional trips and VMT in the Study Area. The additional number of trips and VMT for the Preferred Alternative is a direct effect of increasing vehicle travel efficiency through the Study Area and attracting rerouted trips from elsewhere in the local transportation network.

Overall, the higher number of trips and VMT resulting from the Preferred Alternative may have a slightly larger impact on energy use when compared to the No-Build Alternative. On the other hand, an increase in vehicle trips and travel efficiency through the Study Area, as well as advanced vehicle technologies, would likely improve the average miles-per-gallon fuel economy for the overall vehicle fleet (including trucks), therefore leading to reduced energy consumption over time. Vehicle advances such as “production-intent engine technologies” are those that are already available and can reduce overall fuel consumption anywhere from 1 to 7 percent. These include low-friction lubricants, cylinder deactivation, and engine downsizing. Other emerging advances, such as engine and transmission advances, can reduce fuel consumption up to 30 percent; this is evident in “hybrid electric” vehicles. These technologies and the increase in travel efficiency would improve the energy efficiency of vehicle engines and the dependence on fuel for years to come. Components of vehicular emissions would further contribute negligibly to greenhouse gases and potential climate change.

The construction of the Preferred Alternative would require the consumption of energy to remove and add new pavement, structures, and other related construction activities. The process of making Portland cement used in the concrete for the proposed improved roadway is also an energy-intensive process. However, the energy consumed to construct the Preferred Alternative could be at least partially offset by newer and smoother pavements, more consistent and decreased grades, reduced congestion, and uniform travel speeds, which would all help to reduce vehicle fuel consumption.

3.19 Utilities

3.19.1 Affected Environment

The following utilities are present in the Study Area:

- Overhead and underground electric
- Cable
- Natural gas
- Water
- Sanitary sewer
- Telephone
- Fiber optic lines

Both overhead and underground electrical, telephone, and cable lines provide service in and adjacent to the Study Area. Natural gas, fiber optic, water, and sanitary sewer lines are buried underground. Both above- and belowground utilities are located in the Eastern Hills Drive ROW.

3.19.2 Environmental Consequences

3.19.2.1 No-Build Alternative

The No-Build Alternative would not impact any utilities in the Study Area. However, future development independent of the proposed project could occur and result in utility impacts.

3.19.2.2 Preferred Alternative

Temporary impacts in service to utility customers could occur during the utility relocation process and construction of the Preferred Alternative. Coordination with both public and private utility companies would need to occur to establish a construction and utility relocation plan that would minimize disruption of service during construction of the proposed project.

Public and private property owners subject to utility easements for either above- or belowground utilities on their property would be restricted from certain uses on that portion of property. Prior written consent from the easement grantee would be required in order to place temporary or permanent buildings, structures, or other improvements, or to make terrain alterations. The easement grantee would also retain the right of access to that portion of property. It is not expected that any property owners would be denied reasonable economic use of their property as a result of utility easements.

3.19.3 Utilities Mitigation

Coordination with utility providers would begin early and continue throughout the design process and construction of the proposed project; this is to ensure ample time to develop utility relocation plans as needed.

3.20 Transportation

This section discusses transportation in the Study Area, including rail, air, or other forms of public or freight transit.

3.20.1 Affected Environment

No freight rail or other freight transit facilities or operations are present in the Study Area. In addition, no passenger rail or commercial bus service exists in the Study Area. However, the Council Bluffs Municipal Airport is adjacent to the Study Area. In accordance with 14 CFR Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace, and Iowa DOT Instructional Memorandum (I.M.) No. 3.150, Highway Improvements in the Vicinity of Airport or Heliports (Iowa DOT 2007), FAA must be notified if highway construction will take place within 20,000 feet of a public airport and exceed specified thresholds. The requirements for filing with FAA for proposed structures vary based on a number of factors—height, proximity to an airport, location, and frequencies emitted from the structure—as discussed in 14 CFR 77.9.

The Council Bluffs Municipal Airport supports two runways: 18/36 and 14/32.⁶ Runway 18/36 is 5,500 feet long. The threshold elevations for Runway 18 and Runway 36 are 1,231.1 feet above mean sea level (MSL) and 1,242.1 feet above MSL, respectively. An instrument landing system and distance measuring equipment operate on Runway 36. Runway 14/32 is 3,650 feet long. The threshold elevations for Runway 14 and Runway 36 are 1,238.8 feet above MSL and 1,241.7 feet above MSL, respectively. Runway 14/32 does use an instrument landing system (FAA 2015).

3.20.2 Environmental Consequences

3.20.2.1 No-Build Alternative

The No-Build Alternative would not impact the Council Bluffs Municipal Airport airspace within the Study Area. Future development has the potential impact airspace, depending on its proximity to the airport. Inefficient travel between IA 92 and US 6 would continue. Over time, congestion in the area would increase along the mostly two-lane roads in the Study Area.

3.20.2.2 Preferred Alternative

The Preferred Alternative would improve connectivity between IA 92 and US 6 and access to and from the Council Bluffs Municipal Airport. The travel time from IA 92 to US 6 would be reduced, other roadway connections to Eastern Hills Drive would improve, and access to the airport would be quicker.

In accordance with 14 CFR 77 and Iowa DOT I.M. No. 3.150 (Iowa DOT 2007), a project sponsor must file FAA Form 7460-1, Notice of Proposed Construction or Alteration, with FAA at least 45 days prior to construction if one or more conditions of 14 CFR Part 77 are met. The FAA Notice Criteria Tool was used to determine potential airspace obstruction by construction

⁶ Each runway has two numbers to represent the direction of a heading based on magnetic north. Thus, an 18/36 runway points north-south, with 36 being the north-pointing end of a runway and 18 being the south-pointing end of a runway.

and operation of the Eastern Hills Drive and Connecting Roadways project adjacent to the airport. The proposed road would not penetrate any airspace surfaces as outlined in 14 CFR 77 and Iowa DOT I.M. No. 3.150 (Iowa DOT 2007). The locations of the proposed roadway evaluated are in proximity to a navigation facility and may impact the assurance of navigation signal reception. Consequently, FAA Form 7460-1 would need to be filed with FAA. It is unlikely that FAA would require any changes to the project because the elevations of the proposed improvements are not noticeably different than the existing topography. The height of any equipment used in the construction of the project (or any antennae installed on the equipment) must not exceed the local airport's Height Restriction Zoning. The form is required if the Contractor uses any equipment over 200' tall, or the equipment breaks a 100:1 slope from a public-use airport.

3.21 Joint Development

The joint development or multi-use concept proposes that a roadway ROW be used for purposes other than the movement of traffic. Uses could include utility lines and services, parks, bicycle and pedestrian trails, parking facilities, and others. The Eastern Hills Drive and Connecting Roadways project ROW would incorporate the multi-use concept through the accommodation of water and sanitary sewer lines, telephone conduits and poles, natural gas lines, electric cables and poles, and recreation paths and sidewalks. The project would include a sidewalk on the north and west sides of the Eastern Hills Drive alignment and a shared bicycle and pedestrian trail on the south and east sides of the alignment as well as dedicated bicycle lanes adjacent to each direction of traffic. In addition, crosswalks would be provided at major intersections to improve pedestrian safety and mobility.

3.22 Relationship between Short-Term Environmental Uses and the Maintenance and Enhancement of Long-Term Productivity

Both the No-Build Alternative and the Preferred Alternative would involve short-term and long-term tradeoffs. For this discussion, "short-term" refers to immediate direct consequences of the project, while "long-term" refers to direct or indirect effects on future generations. The short-term and long-term consequences to the environment resulting from the No-Build Alternative and the Preferred Alternative have been discussed throughout Chapter 3.0.

In the case of the No-Build Alternative, the existing land uses and environmental resources would initially remain as they are today. Over time, congestion and delays would likely increase as traffic volumes grow, especially on many streets throughout the Study Area. In the case of the Preferred Alternative, money, labor, and construction materials used to construct the project would be substantial. Based on all of the improvements included in the project, the benefits should justify the initial costs. These costs and benefits are not limited to the spending of public dollars but also include hard-to-quantify items such as improved travel, driver stress reduction, and economic development benefits. In the case of the Preferred Alternative, short-term environmental uses are as follows:

- Temporary air, noise, water pollution, and visual effects caused by the construction of roadways
- Increased cost to motorists in time and fuel efficiency because of construction delays and detours
- Disturbances to business, homes, and institutions because of construction

- Conversion of open space and wetlands to transportation uses
- Relocation of people and businesses, including expenses that would be incurred as these people and businesses are compensated
- Reduction in property tax revenues resulting from the relocation of people and businesses, and changes in land uses
- Use of public funds to build roadway infrastructure

Most of the long-term benefits from making improvements in the Study Area are addressed in Chapter 1.0, Purpose and Need. The No-Build Alternative would not provide any long-term benefits. Long-term benefits of the Preferred Alternative are as follows:

- Improvements in driver convenience, safety, travel time, and emergency access
- Reduction of air pollution due to more efficient travel routes
- Economic development opportunities from improved access and local opportunities for contractors in the region

Improvements to the Study Area are also consistent with the long-range transportation plans and land use plans of the city of Council Bluffs.

3.23 Irreversible and Irretrievable Commitments of Resources

This section discusses the permanent and lasting commitments of resources involved in the construction of the Eastern Hills Drive and Connecting Roadways project. Permanent commitments of resources occur when areas such as wildlife habitat are converted to a transportation project. Trying to convert it back to habitat later or replacing it can be done, but the habitat would never quite be the same. Lasting commitments of resources are the money, materials, and labor put into the project. Some of these resources, like materials, could possibly be recycled. Others would be unrecoverable.

3.23.1 No-Build Alternative

Permanent commitments of the No-Build Alternative would include money, time, and personal hardship related to increasing congestion. As traffic delays and operational inefficiencies would increase, air pollution, noise pollution, and crashes would affect the local environment to a greater extent than exists today.

3.23.2 Preferred Alternative

Construction of the Preferred Alternative would involve the commitment of a range of natural, physical, and human resources, and public tax dollars. Land use for construction of the proposed project is considered a permanent commitment during the time period that the land is used for a roadway facility. For ROW, land resources would be converted from natural, residential, and commercial areas. However, if a greater need arises for the land or if the roadway facilities are no longer needed, the land can conceivably be converted to another use. At present, there is no reason to believe such a conversion would ever occur.

Construction of the Preferred Alternative would use considerable amounts of fossil fuels, labor, and construction materials such as cement, stone, and asphalt. Such a resource use would be permanent, although it would be possible to reuse these resources to a limited extent. Any construction would also require a substantial one-time expenditure of funds, which are

irretrievable. Cost estimates for the Preferred Alternative are shown in Section 2.9, Cost Estimates. The commitment of these resources is based on the concept that the residents in the Study Area, the city of Council Bluffs, and the State of Iowa would benefit from the proposed improvements.

3.24 Construction Impacts

No construction impacts would occur with the No-Build Alternative. Construction of the Preferred Alternative would result in certain short-range, adverse environmental impacts, including noise from construction equipment, dust from construction activities, soil erosion and stormwater runoff during construction activities, changes in traffic patterns and existing access points during construction activities, and a temporary increase in waste material generated during the construction period.

3.24.1 Noise

Noise from heavy construction equipment and haul trucks is a short-range but nonetheless disturbing impact on sensitive land uses near the construction site. To minimize the adverse effects of the construction period, contractors would be required to equip and maintain trucks and machinery to limit noise emissions. Contract specifications would also restrict especially noisy construction activity to daytime hours to reduce conflict with noise-sensitive nighttime activities. The contractor would also be required to comply with Occupational Safety and Health Administration (OSHA) regulations concerning noise attenuation devices on construction equipment.

3.24.2 Air Quality

Air quality would also be subjected to short-range impacts in and near the construction site. Grading operations and the transportation and handling of materials such as earth and aggregates would result in the release of airborne dust. Emissions from construction machinery would add to the motor vehicle classes of air pollution. During construction, the contractor would be responsible for adequate dust-control measures to avoid causing detriment to the safety, health, welfare, or comfort of the neighboring population or to avoid causing damage to any property, residence, or business.

Contractors involved with construction would be required to comply with local ordinances and state laws. Specifically, adherence to the sections concerning fugitive dust, visible emissions, and permits would be required in the construction contracts in an effort to minimize the short-range effects on air quality in the Study Area. The stipulations related to fugitive dust and visible emissions are discussed below.

3.24.2.1 Fugitive Dust

Reasonable precautions would be taken to prevent the discharge of fugitive dust, including the use of such materials as water or chemicals on surfaces that cause fugitive dust. Installation and use of containment or control equipment to enclose or otherwise limit the emissions resulting from the handling and transfer of dusty materials would be required. The covering, while in motion, of open-bodied vehicles transporting materials likely to give rise to airborne dust would also be required.

3.24.2.2 *Visible Emissions*

Exhaust from construction equipment and asphalt plants is required to comply with Iowa DNR air emission standards. Open burning would not be allowed during construction. The Iowa Administrative Code Chapter 23, 23.2(4) specifically prohibits the open burning of landscape waste in the city of Council Bluffs.

3.24.3 Water Quality

Temporary deterioration of surface water quality would result from grading, culvert installation and extension, and other construction activities. Increased turbidity and siltation caused by erosion of exposed land and disturbance of the stream beds would be the greatest construction impact on water quality. Runoff from disturbed areas may also increase the levels of BOD, metals, pesticides, and nutrients in the streams, depending on the land use and rainfall at the time of construction. Groundwater quality is not expected to be appreciably affected by construction operations.

To reduce impacts on water quality, an NPDES permit would be acquired and a SWPPP developed. All contractors would be required to minimize the amount of area cleared at a given time and would employ erosion control measures at all stages of construction.

In addition, construction would be performed according to local and state rules and all amendments regarding grading, soil erosion, and construction site runoff control. Control measures would include silt fences, silt basins, temporary berms and dikes, drains, gravel, mulches, and grasses, as appropriate. These measures would apply to haul roads and borrow sites as well as the permanent ROW. It is possible that a contractor-provided borrow site would be needed for a contractor to provide fill material for the project. The borrow site would meet the contractor's permit requirements for protecting water quality. Sanitary facilities would be required at the construction site. Suitable storage areas and careful handling of potentially harmful materials would be required by the contractor.

3.24.4 Traffic Circulation

Traffic patterns and existing access points near the proposed project would be affected by construction activities. Construction schedules would be coordinated in advance to minimize the effects of such disruption. Suitable detours would be required to maintain traffic circulation, and areas to be torn up at a given time would be controlled to limit the extent of disruption.

Contractors would be required to maintain access within a specified distance of any inhabited areas to ensure continued fire protection and emergency services. During construction, there would be the need for detours associated with the Preferred Alternative. Temporary impacts, such as noise, air emissions, and change in traffic patterns and volume, would occur along a detour route. Although detour routes would be needed, their location, time of operation, and other details are not known at this time. However, it is not anticipated that any improvements would be required to handle traffic along a detour route. As the design process continues and project phasing is determined, specific detours would be identified.

3.24.5 Disposal of Surplus or Waste Material

Construction of the Preferred Alternative would generate surplus and waste material, including excess dirt, remnants of demolished structures, old pavement, and removed vegetation. Inert debris may be used for fill material, as applicable, on other locations of the project. Surplus and

waste material would be properly handled and disposed. The contractor shall obtain written permission for any disposal of material on private land, and no temporary or permanent disposal of material would occur in any public or private wetland, water course, or floodplain without prior approval and permit by the appropriate regulatory agencies.

3.25 Permits

Permits are issued by the various agencies of the federal, state, and local governments that have the statutory authority to enforce environmental, safety, and pollution prevention laws. The project would likely require several permits and approvals related to floodplains, wetlands, and stormwater, as discussed below.

3.25.1 Floodplains

The project would cross perennial streams with FEMA-mapped floodplains and, consequently, would require floodplain development permits and Iowa sovereign lands permits. Iowa DNR and local municipalities require a floodplain development permit when construction activities occur within the 100-year floodplain of a drainageway. The city of Council Bluffs and Pottawattamie County would be the authorizing agencies for floodplain development permits for the Preferred Alternative impacting portions of 100-year floodplains of Little Pony Creek, Pony Creek, and a tributary of Little Mosquito Creek.

3.25.2 Wetlands

USACE has the authority to regulate activities within WUS under Section 404 of the Clean Water Act (33 U.S.C. 1344). This includes activities within wetlands and other WUS. The Preferred Alternative would require a Clean Water Act Section 404 permit from USACE for impacts on wetlands and on Little Pony Creek, Pony Creek, and a tributary of Little Mosquito Creek.

3.25.3 Stormwater

The amount of land that would be disturbed for the Preferred Alternative would require the acquisition of an NPDES General Permit for Discharges from Construction Activities. Iowa DNR would be the authorizing agency for the permit, which would address federal permit requirements. In conjunction with the NPDES permit, a SWPPP would be produced by the selected contractor to identify specific measures to comply with permit conditions. The city of Council Bluffs would develop and implement construction site erosion control and stormwater management plans in connection with the project. Most construction activities are eligible for coverage under state-issued general permits.

3.26 Summary of Impacts

Table 3.19 summarizes the environmental impacts of the Preferred Alternative.

Table 3.19
Summary of Impacts of the Preferred Alternative

Resource Category	Impacts of the Preferred Alternative
Land Use and Zoning	The project is consistent with future land use and zoning plans.
Communities and Neighborhoods	Approximately 5.10 acres of First Christian Church land would be impacted. No public lands or facilities would be impacted. Emergency response would be improved.

Resource Category	Impacts of the Preferred Alternative
Parks and Recreation Facilities	The project would not impact parks but would have a temporary occupancy impact on 0.56 mile of trail.
Acquisitions and Relocations	Approximately 78 acres of ROW would be acquired. This would include partial ROW acquisition of land from many landowners, full ROW acquisition of 6 parcels with residential displacements, and three partial ROW acquisitions of business property (1.36 acres of Dappen Tree Farm, 0.02 acre of Dean Bennett Landscape Company, and 0.04 acre of Deaf Missions Inc.).
Environmental Justice	The project would not have any disproportionately high and adverse impacts.
Economics	Construction employment would temporarily increase. The tax base would temporarily be reduced through acquisition of ROW, but would be offset by future development.
Aesthetic and Visual Resources	The project would cause minimal changes to the existing viewshed.
Regulated Materials	There would be a low risk of impacts within the proposed construction limit.
Historic and Archaeological Resources	The project would result in a determination of No Historic Properties Affected.
Noise	FHWA NAC would not be exceeded, and no receptors would be impacted.
Air Quality	A temporary increase in construction emissions would occur, but no long-term air quality impacts are anticipated.
Surface Water and Water Quality	Impacts on surface water quality would be minimal through following requirements of stormwater permitting. Any impacted groundwater wells would be properly closed, with replacement arranged with the landowner as needed.
Floodplains, Streams, and Stream Crossings	The 100-year floodplain of Pony Creek (21.0 acres), Little Pony Creek (0.4 acre), and a tributary of Little Mosquito Creek (0.3 acre) would be impacted. No floodway impacts would occur. Four stream crossings with 2,920 linear feet of stream would be affected, including realignment of approximately 350 feet of Little Pony Creek.
Wetlands	Approximately 0.83 acre of wetlands would be affected.
Woodlands	Approximately 5.71 acres of woodlands would be affected.
Threatened and Endangered Species	The project is not likely to adversely affect the northern long-eared bat. The project would have no effect on all other federally or state-listed threatened and endangered species potentially in or near the Study Area.
Farmland and Soils	Approximately 54 acres of farmland would be affected, but the project would have no significant impact on prime or unique farmland. Soils affected in the area of the project are not expected to require specific mitigation measures.
Energy	Energy expended to construct the Preferred Alternative would be partly offset by energy saved through reduced congestion and uniform speeds. Components of vehicular emissions would further contribute negligibly to greenhouse gases and potential climate change.
Utilities	Potential limited disruptions of utility service could occur.
Transportation	The project would improve connectivity between IA 92 and US 6, including access to the Council Bluffs Municipal Airport.

3.27 Cumulative Impacts

A cumulative impact is the impact “which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions” (40 CFR 1508.7). The incremental impacts of an individual project may be minor. However, when these impacts are added to impacts from other projects, the overall impact could be considerable. For example, the construction of a new highway and a new sports stadium could, when added together, decrease the amount of wetlands in an area.

When evaluating a project’s cumulative impacts, it is important to understand past and current conditions of the natural and built environment. These observations are used as a point of reference for assessing the project’s potential effect on a particular natural or cultural resource.

In general, a particular action or group of actions would be included in the cumulative analysis provided that the impacts occur in a common area, are similar in nature, and are long term. For the Eastern Hills Drive and Connecting Roadways project, the area of cumulative analysis includes all of the Study Area and a 1-mile radius around the Study Area. Projects considered in this cumulative analysis consist of past, present, or reasonably foreseeable future transportation and land development projects from 1990 to 2035.

The following discusses past, present, and reasonably foreseeable future projects, and the potential for the cumulative impacts likely to result from the No-Build Alternative and the Preferred Alternative.

3.27.1 Affected Environment

There is a long history of industrial, commercial, and residential development in the vicinity of the project. The industrial development includes the Council Bluffs Municipal Airport, which was constructed in 1928, and commercial development includes small local businesses. Prior to the development of the airport, land in the Study Area was primarily agricultural. Residential subdivisions, such as Edgewood and Cedar Lane northwest of the airport, and the Hills of Cedar Creek and Briarwood southwest of the airport, have developed over the past 30 years. Utilities such as gas, electricity, water, and sanitary sewer are present in the Study Area. The city continues to annex territory as the demand for urban services increases in response to the development of residential subdivisions. The Little Pony Creek Watershed, which includes most of the Study Area, provides one of the few areas not located in the Missouri River floodplain that can accommodate residential development. Much of the Study Area contains land proposed for future residential or commercial development. Section 3.1, Land Use and Zoning, discusses current and proposed future land uses in and near the Study Area.

A review of the Iowa DOT Office of Aviation’s Iowa Aviation System Plan 2010-2030 determined that several projects are recommended for the Council Bluffs Municipal Airport (Iowa DOT n.d.). In addition, the airport completed a Master Plan in February 2013. Some hangars have been constructed, and a few more would be constructed if there is interest. There are no plans to construct any runways or runway extensions, taxiways, a control tower, or additional or upgraded lighting. All aeronautical infrastructures required for an enhanced service airport have been completed (Council Bluffs Municipal Airport 2015). Consequently, future airport developments are not considered to be reasonably foreseeable and are not addressed for potential cumulative impacts.

In addition to ongoing development in and near the Study Area, roadway projects are proposed to occur in the Study Area or within a 1-mile buffer around the Study Area. Section 3.6.1 lists local projects included in the MAPA LRTP and State of Iowa STIP, and **Exhibit 3.7** shows locations of these projects (MAPA 2014; Iowa DOT 2014a). The following roadway projects are located in close proximity to the Study Area:

- I-80/I-29 Interchange and other interstate improvements as part of the Council Bluffs Interstate System Improvements Project (approximately 1.0 mile from the Study Area at its closest point)
- Reconstruction of approximately 6 miles of IA 92 from I-29 east to County Highway L-45 (adjacent to the Study Area)
- Reconstruction of approximately 2 miles of US 6 from I-80 to east of the intersection with Eastern Hills Drive

The interstate improvements are ongoing and would continue for approximately 10 years. The IA 92 and US 6 projects are expected to occur between 2021 and 2025 (MAPA LRTP), but the US 6 project is not yet included in the STIP (MAPA 2014; Iowa DOT 2014a).

Another possible large-scale future project in the area is the Chicago to Council Bluffs-Omaha Regional Passenger Rail System. The rail system is in preliminary planning stages, and a Record of Decision was issued on August 2, 2013. The rail system is proposed to use Iowa Interstate Railroad tracks, located approximately 0.5 mile away from the northern terminus of the Study Area, with a potential station location approximately 1.0 mile away from the Study Area. The project requires additional funding for design and construction, and would not likely be constructed in this area for approximately 15 years (FRA 2013).

In summary, present developments in or near the Study Area include continued residential construction and interstate system reconstruction. Future planned activities include continued residential construction and interstate work, improvement of IA 92 and US 6, and development of a passenger rail system.

3.27.2 Environmental Consequences

3.27.2.1 *No-Build Alternative*

The No-Build Alternative would not result in cumulative impacts on the socioeconomic, natural, cultural, and physical environments. Development independent of the proposed project could still occur.

3.27.2.2 *Preferred Alternative*

The Preferred Alternative has the potential to contribute to impacts from other past, present, and reasonably foreseeable future actions that, when combined, could result in cumulative impacts on land use, transportation, and water quality resources.

Land Use

The Preferred Alternative would result in direct conversion of land use from non-transportation to transportation ROW. Approximately 23 acres of existing residential and commercial property would be converted. The proposed Eastern Hills Drive and Connecting Roadways project is located in an area of Council Bluffs that has been transitioning from rural to urban land use. Vacant land is available for development in the Study Area in proximity to Eastern Hills Drive.

Local land use policies and management are guiding the orderly development of property in and adjacent to the Study Area.

The improvement of north-south connectivity between IA 92 and US 6 and the overall improvement of the local transportation network would support the planned growth in the local area. Residential, commercial, and industrial development would likely be enticed by the improved transportation facilities. The cumulative impact would be beneficial to community development, and would be consistent with growth plans.

The Preferred Alternative was coordinated with the Council Bluffs Community Development and Public Works Departments, as well as MAPA, to ensure that access points and local street connections were consistent with future land use plans.

Transportation

During construction of the roadway projects listed in Section 3.27.1, above, there may be a slight increase in traffic through the Study Area, especially during temporary detours. The improvements to I-80/I-29 and reconstruction of local highways would provide an overall positive benefit to the roadway network. The city of Council Bluffs and Pottawattamie County would work to help plan the projects to minimize traffic conflict and traffic flow disruptions. The timeframes of the roadway projects vary, and careful planning would reduce the potential for conflicts from the combined construction schedules.

The potential passenger rail project would not likely commence construction until after construction of the Eastern Hills Drive and Connecting Roadways project would be completed, thus minimizing the potential for adverse cumulative impacts.

The Preferred Alternative would improve transportation access to and through the southeast quadrant of the city of Council Bluffs, including bicycle and pedestrian access. The proposed transportation access improvements, providing improved access to US 6 and IA 92, would result in a beneficial cumulative impact on transportation access, particularly an improvement to overall travel, goods movement, bicycle and pedestrian access, and emergency response.

Water Quality

Construction of the Preferred Alternative would have an indirect impact on the future water quality of Mosquito Creek, an impaired waterway, as well as other streams that flow through the Study Area. Water in the Study Area is conveyed from drainageways that flow to Mosquito Creek. Future development of areas adjacent to Mosquito Creek would continue to affect water quality in the area by increasing erosion and, subsequently, sediment loading of the creek and drainage channels discharging into the creek. Water quality also would be affected by runoff from parking lots and other pavements.

Increased pavement surface for the project, and future surfacing as part of other planned development, would have runoff impacts. Greater volumes of runoff at a greater velocity from increased paved surface would combine to affect water quality and erosion. Individual projects of more than 1 acre of ground disturbance would be required to meet NPDES requirements to protect water sources. Comprehensive planning would be conducted by the city of Council Bluffs and Pottawattamie County to require future developments to have stormwater controls as needed to help capture and slow down stormwater runoff before it reaches streams.

The inclusion of Mosquito Creek on Iowa DNR's Section 303(d) list of impaired waters (Iowa DNR 2013) suggests that the creek has experienced a range of persistent problems over an extended period of time. The construction and long-term operation of the Eastern Hills Drive and Connecting Roadways project would contribute some level of sedimentation/pollution to Mosquito Creek, but that contribution would be minor in relation to the range of impacts that together have degraded Mosquito Creek's water quality to the point where it is included on Iowa DNR's Section 303(d) list. However, erosion control measures implemented before and during construction of roadways and future development, along with the long-term mitigation such as more permanent detention ponds and catch basins, would combine to minimize the cumulative water quality impacts. Although the Preferred Alternative would contribute to water quality impacts, those impacts are not expected to be substantial.

Other Resources

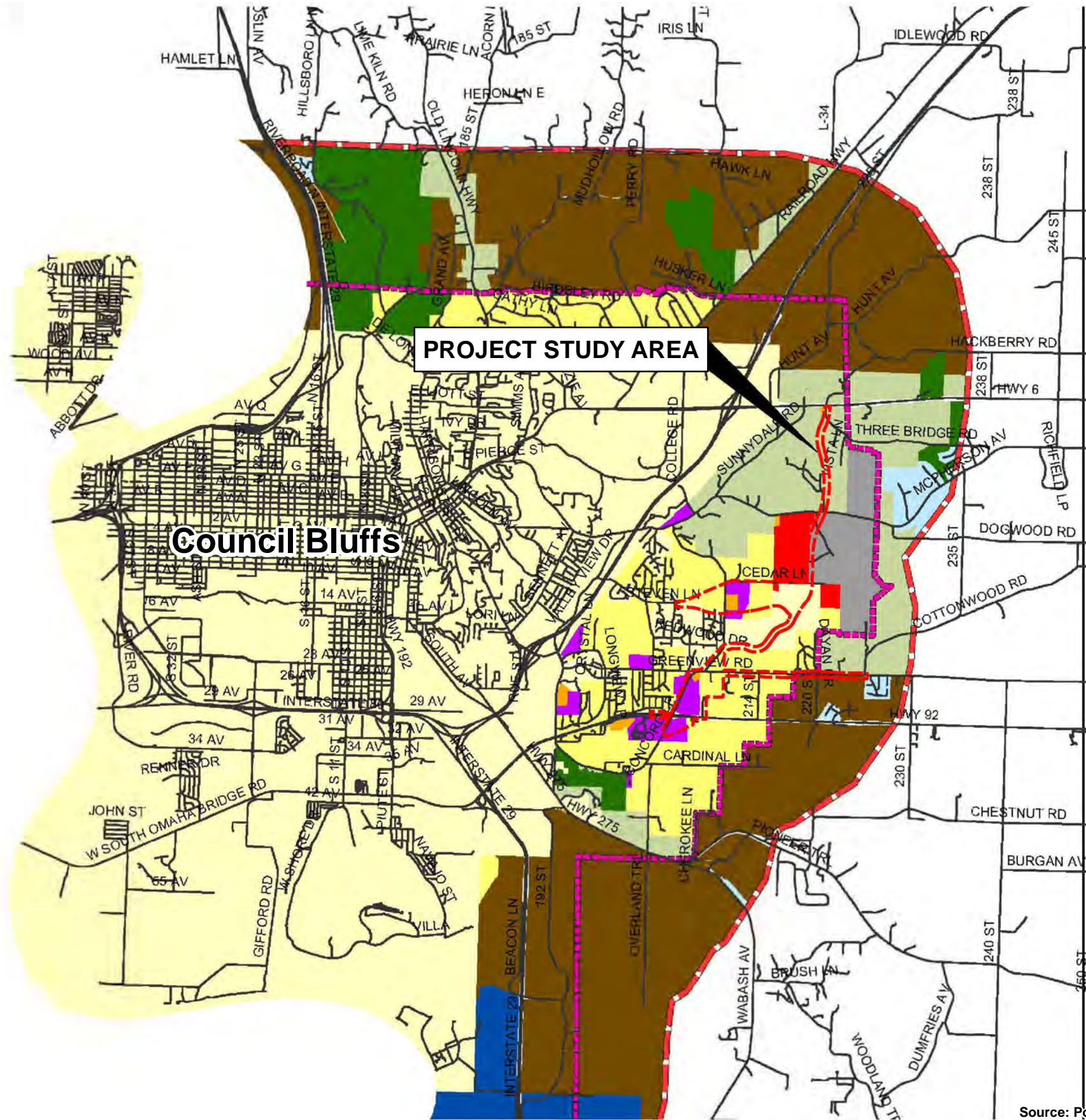
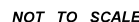
The PMT determined that the Preferred Alternative would not have potentially substantial cumulative impacts on:

- Communities and neighborhoods
- Parks and recreation facilities
- Acquisitions and relocations
- Environmental justice
- Economics
- Aesthetic and visual resources
- Regulated materials
- Historic and archaeological resources
- Noise
- Air quality
- Surface water and water quality
- Floodplains, streams, and stream crossings
- Wetlands
- Woodlands
- Threatened and endangered species
- Farmland and soils
- Energy
- Utilities
- Transportation
- Joint development

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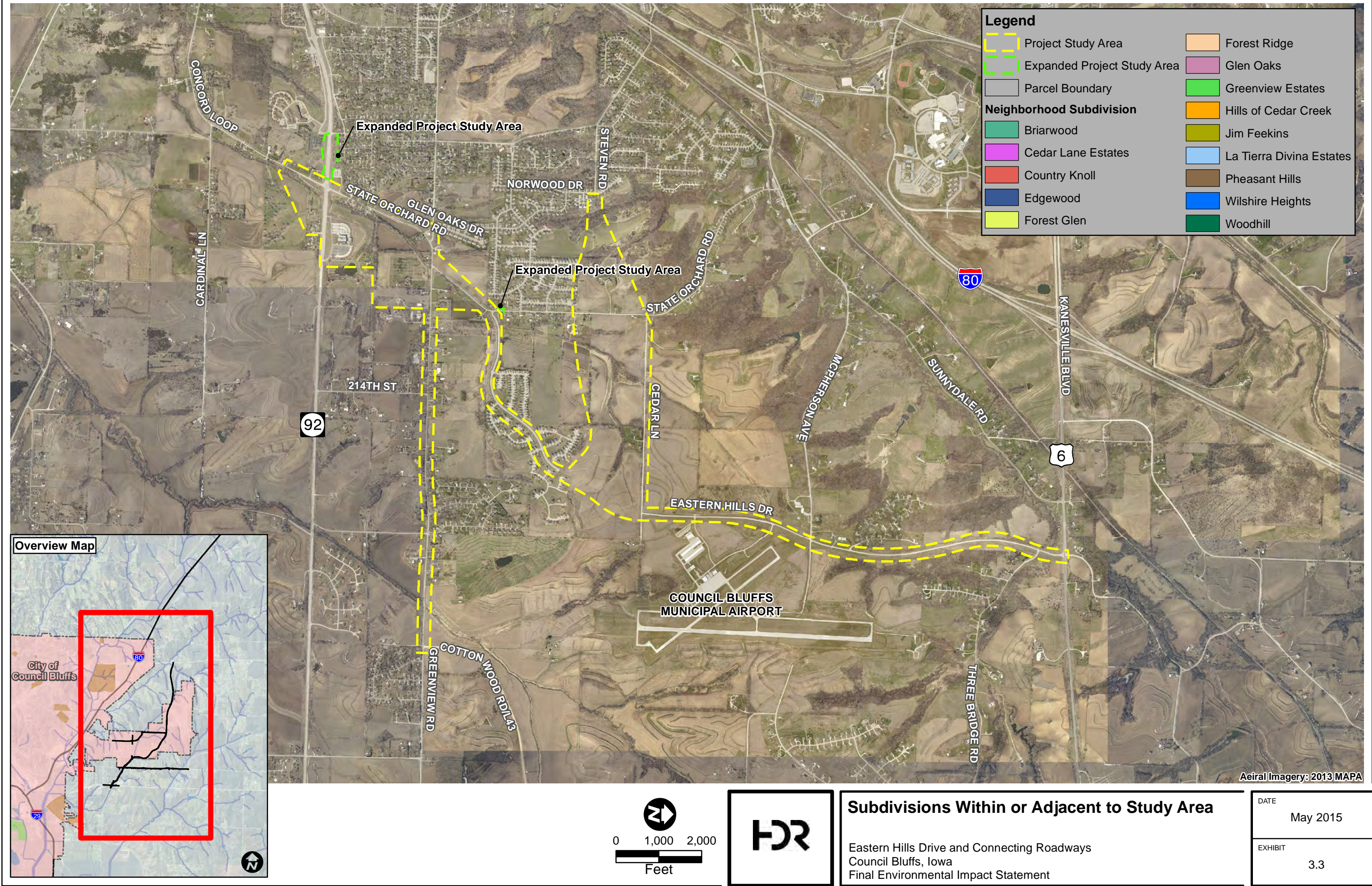
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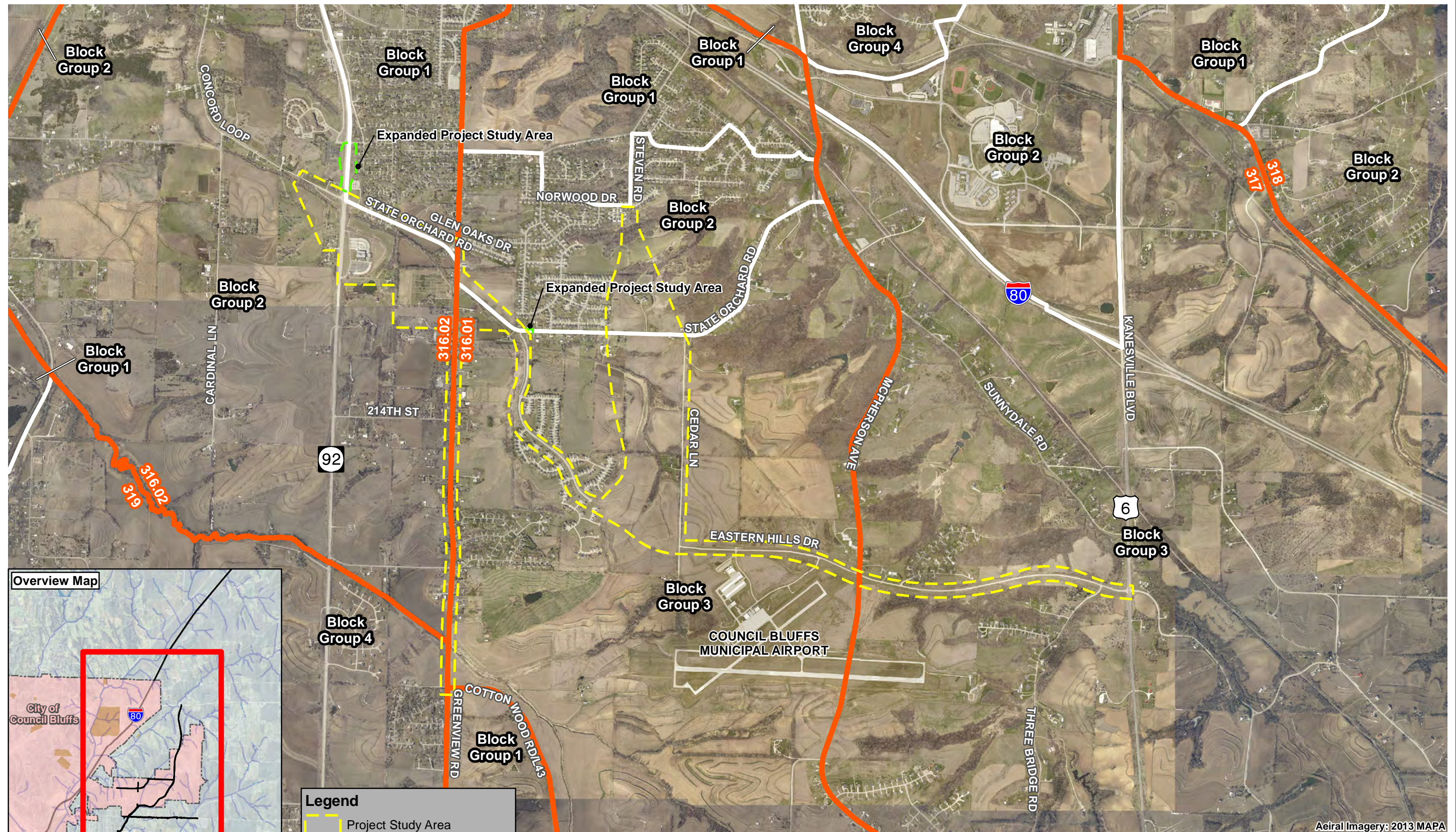
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Aerial Imagery: 2013 MAPA

Legend

- Project Study Area
- Expanded Project Study Area
- Census Tract
- Census Block Group
- Parcel Boundary

0 1,000 2,000
Feet



U.S. Census Tract and Block Group Map

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




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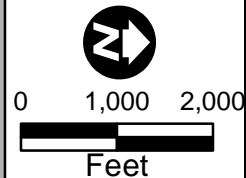
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Aerial Imagery: 2013 MAPA

Legend

- | | | | |
|---|-------------------------------------|---|--------------------|
|  | Parks |  | Existing Trail |
|  | Project Study Area |  | Proposed Trail |
|  | Expanded Project Study Area |  | Existing Bike Lane |
|  | Trail Number
(For this document) | | |



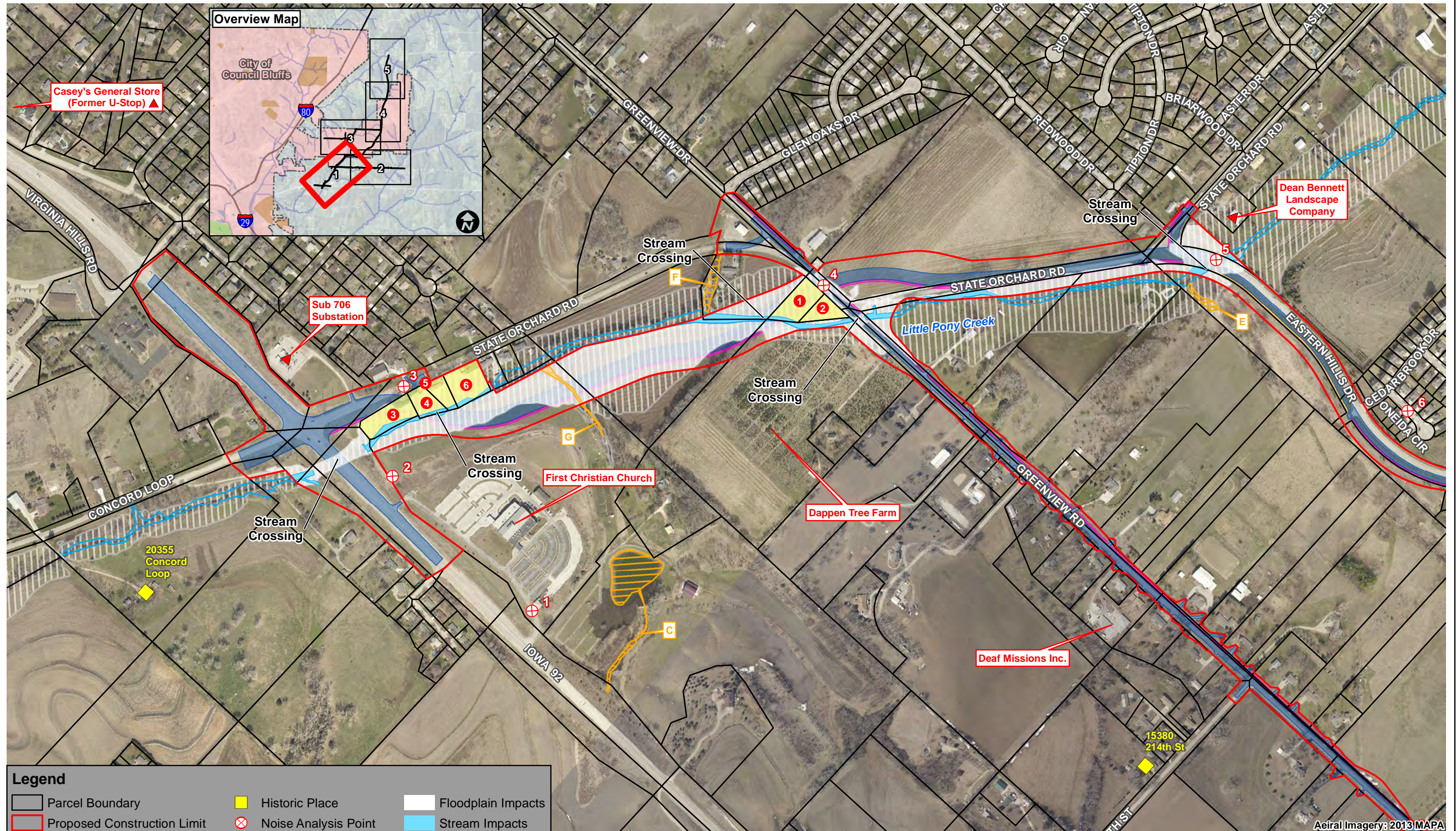
Existing and Proposed Recreational Trails and Park

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May 2015

EXHIBIT
3.5

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Legend

Parcel Boundary

Proposed Construction Limit

Existing Bike/Pedestrian Trail

Proposed Bike/Pedestrian Trail

Proposed Roadway

Historic Place

Noise Analysis Point

Regulated Materials Site

Floodplain

Stream

Wetland

Woodland

Floodplain Impacts

Stream Impacts

Wetland Impacts

Woodland Impacts

Relocation

Relocation ID

Environmental Constraints and Impacts

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Legend

Parcel Boundary

Proposed Construction Limit

Existing Bike/Pedestrian Trail

Proposed Bike/Pedestrian Trail

Proposed Roadway

Historic Place

Noise Analysis Point

Regulated Materials Site

Floodplain

Stream

Wetland

Woodland

Floodplain Impacts

Stream Impacts

Wetland Impacts

Woodland Impacts

Relocation

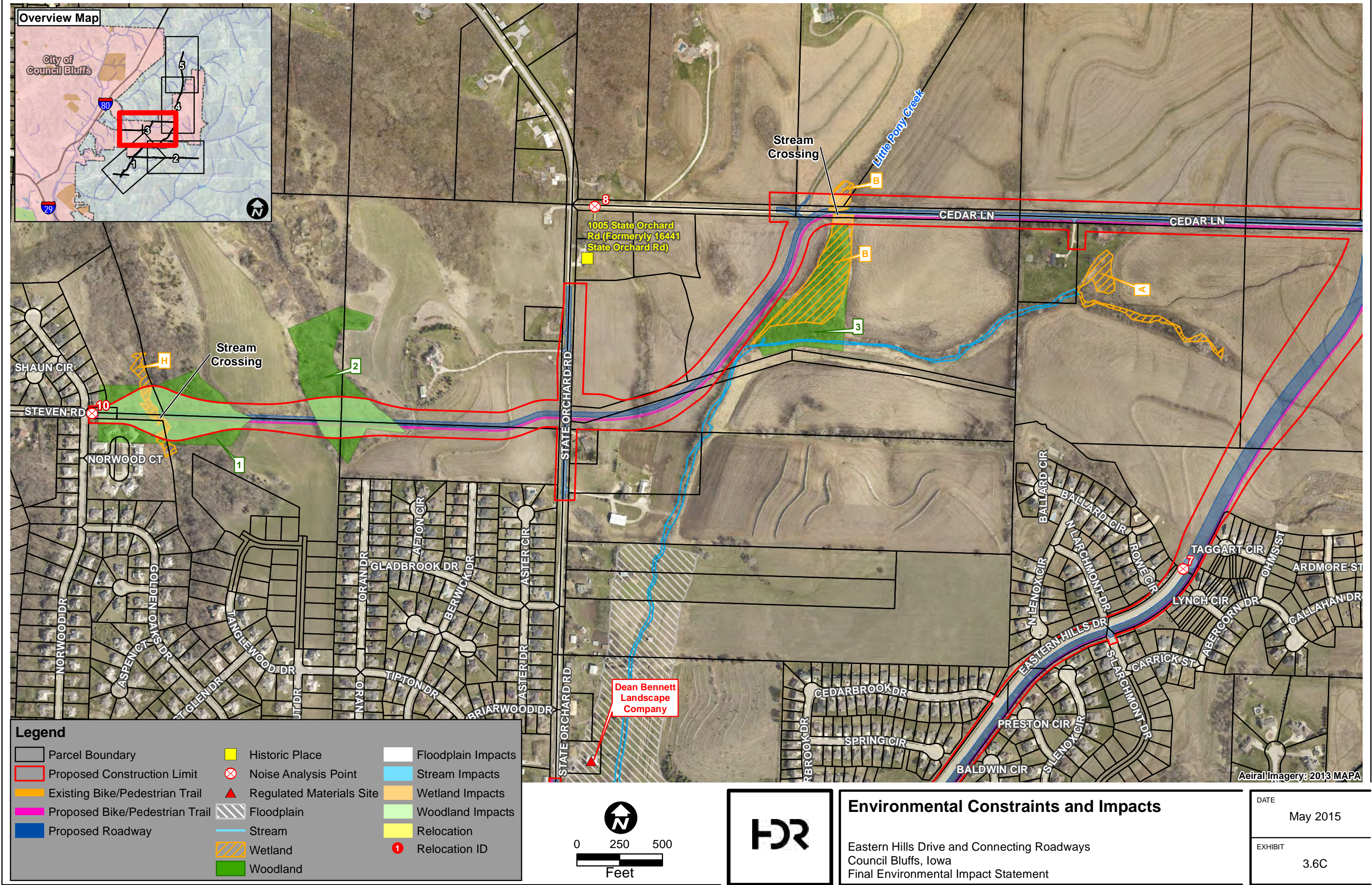
Relocation ID

Environmental Constraints and Impacts

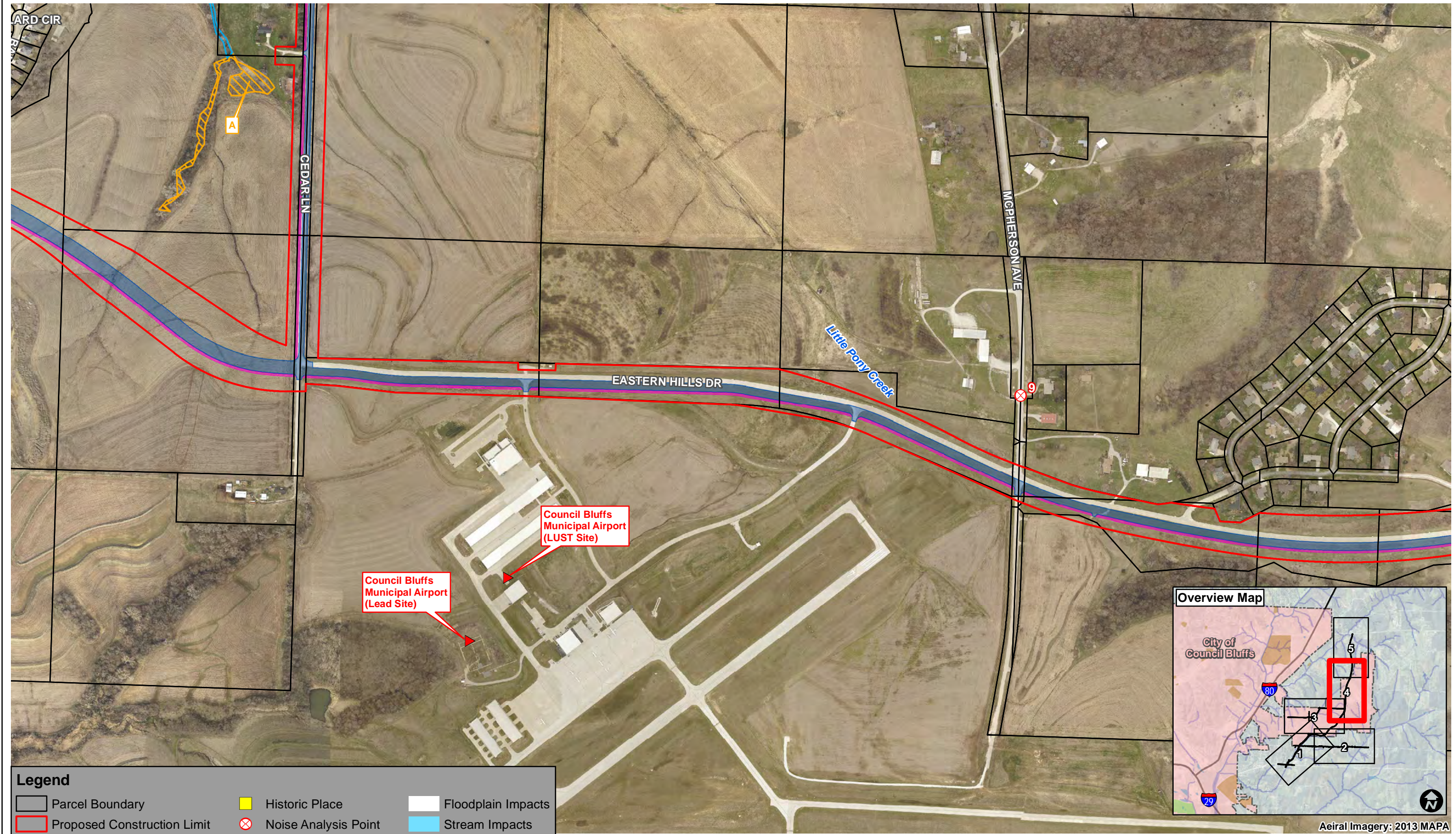
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EXHIBIT	3.6B

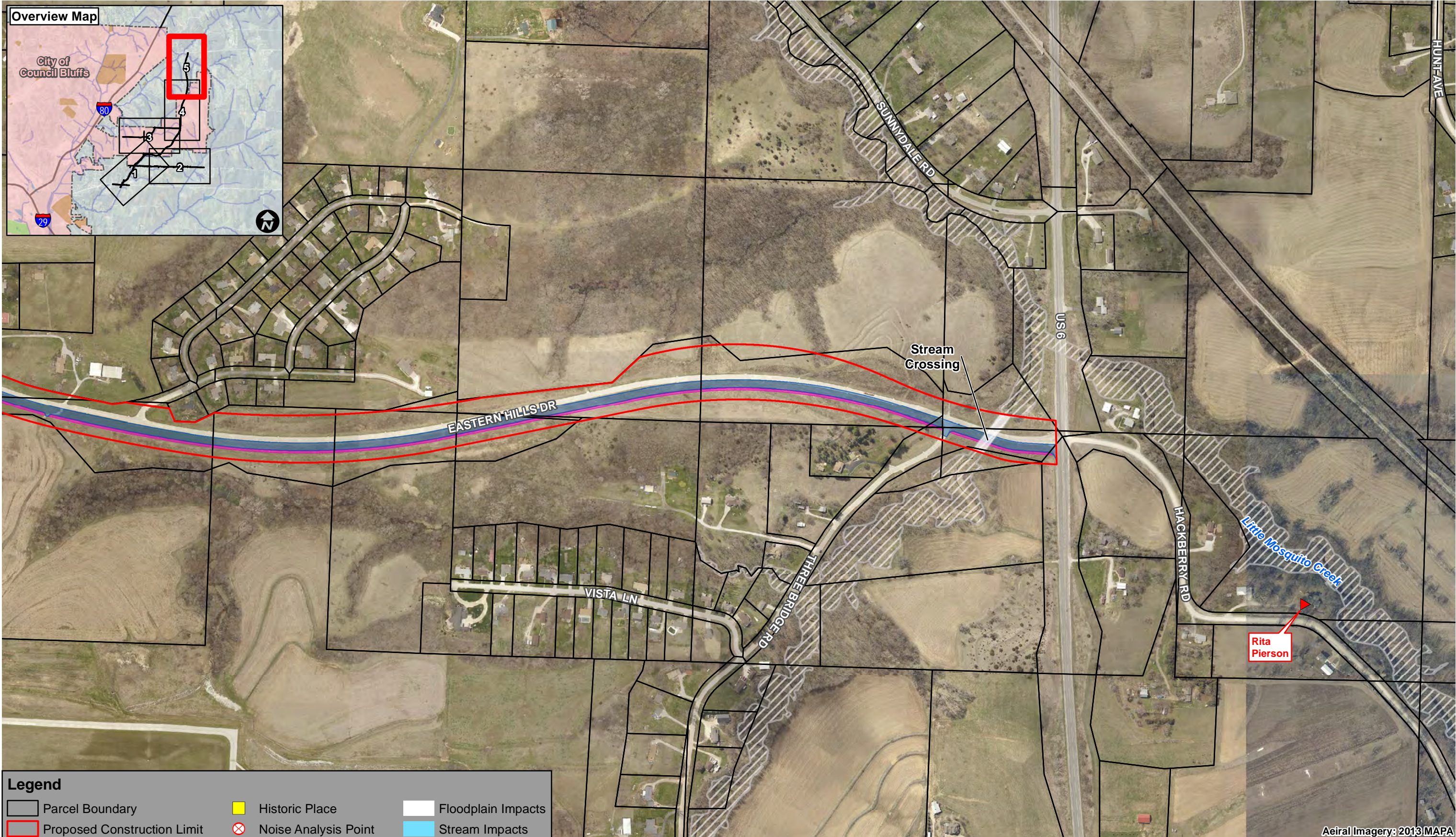
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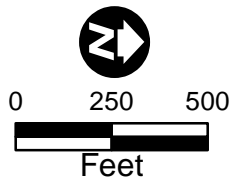


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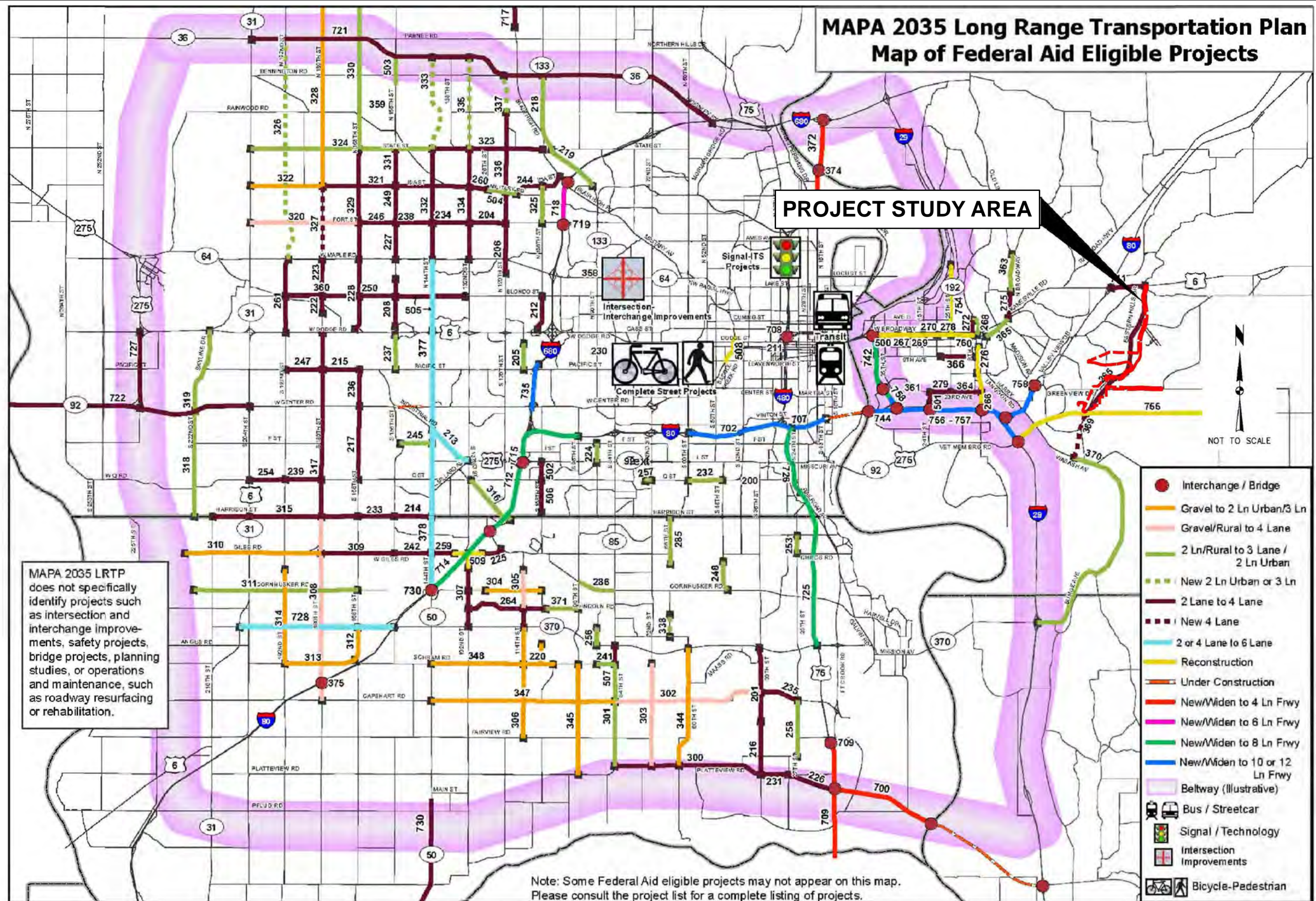
	Parcel Boundary		Historic Place		Floodplain Impacts
	Proposed Construction Limit		Noise Analysis Point		Stream Impacts
	Existing Bike/Pedestrian Trail		Regulated Materials Site		Wetland Impacts
	Proposed Bike/Pedestrian Trail		Floodplain		Woodland Impacts
	Proposed Roadway		Stream		Relocation
			Wetland		Relocation ID
			Woodland		



Environmental Constraints and Impacts

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Source: MAPA



NOT TO SCALE



MAPA 2035 Long Range Transportation Plan

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3.7

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City of Council Bluffs Annexation Map



Annexations Annexations by Decade

- 1960's
- 1970's
- 1980's
- 1990's
- 2000's
- 2010's

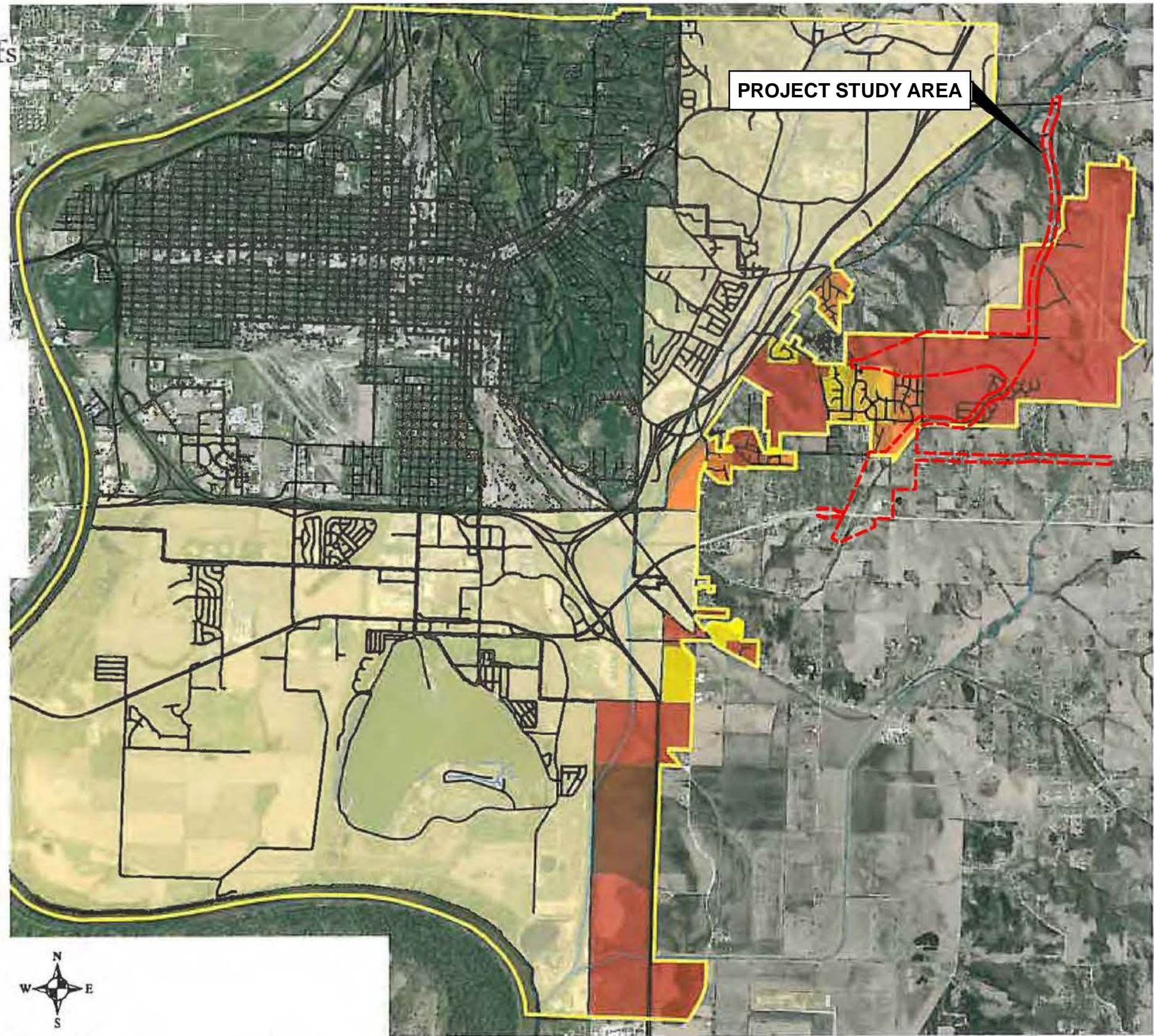
- Street Centerlines
- Major Waterways

- ### City
- Council Bluffs

March 10, 2011



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Source: Pottawattamie County



Annexation Map

Eastern Hills Drive and Connecting Roadways
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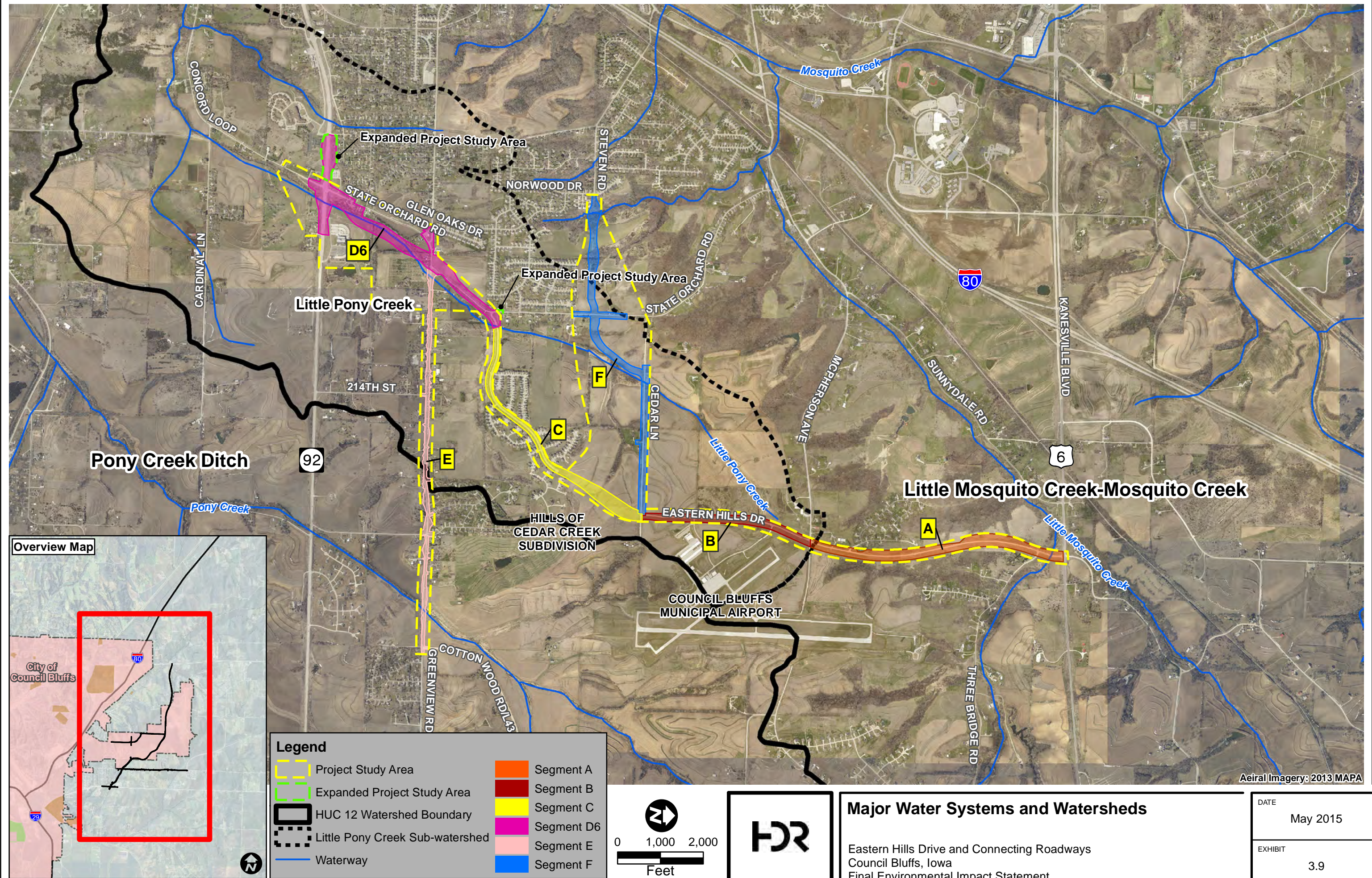
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CHAPTER 4
COMMENTS AND COORDINATION

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4.0 COMMENTS AND COORDINATION

Chapter 4.0 summarizes the agency coordination and public involvement activities that the city of Council Bluffs conducted during the NEPA scoping process, and preparation of the DEIS and FEIS.

4.1 Federal, State, and Local Agency Coordination

At the beginning of the study, two groups were established to provide a forum for discussing the project and soliciting comments from various agencies and elected officials. The two groups were the Resource Agency Group and the PMT. Correspondence received from agencies is provided in **Appendix B, Correspondence with Federal, State, and Local Agencies**.

4.1.1 Resource Agency Group

The Resource Agency Group consisted of federal, state, regional, local, and regulatory agencies involved in the NEPA process. **Table 4.1, Resource Agency Group Members**, lists the agencies that were included in this group. At the onset of the project, this group received an Early Agency Coordination packet to familiarize them with the Study Area and project background. The role of the Resource Agency Group was to:

- Communicate issues, concerns, and regulatory requirements associated with resources in the Study Area during the NEPA scoping process;
- Review technical aspects of the study;
- Participate in meetings and share agency information.

Table 4.1
Resource Agency Group Members

Agency	Region/Division/Section/Title
Federal Agencies	
Federal Aviation Administration	
Federal Emergency Management Agency	
Federal Railroad Administration	
Federal Transit Administration	
National Park Service	Midwest Regional Office
U.S. Army Corps of Engineers	Rock Island
U.S. Department of Agriculture	State Conservationist
U.S. Department of Housing and Urban Development	
U.S. Environmental Protection Agency	Region 7
U.S. Fish and Wildlife Service	Rock Island
State Agencies	
Iowa Department of Agriculture and Land Stewardship	
Iowa Department of Natural Resources	Environmental Services Division
	Water Resources Section
	Conservation and Recreation Division
Iowa Department of Transportation	Office of Location and Environment
	District 4
State Historical Society of Iowa	State Historic Preservation Office

Agency	Region/Division/Section/Title
Regional Agencies	
Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA)	
Local Agencies	
City of Council Bluffs	Public Works
	Community Development
	Parks, Recreation and Public Property
Pottawattamie County	Conservation
	Planning and Zoning
	Engineering/Roads
West Pottawattamie Soil and Water Conservation District	

As part of early coordination, several resource agencies responded to the request for input. Brief summaries of the responses are as follows:

- City of Council Bluffs, Community Development Department – December 21, 2007 – The Community Development Department accepts invitation to participate in the preparation of an EIS related to the project.
- Iowa DNR, Water Quality Section – December 26, 2007 – Efforts should be made to avoid impacting any WUS, including wetlands. A Section 404 permit will likely be needed. Iowa DNR accepts the invitation to be a participating agency.
- Iowa DNR, Land and Water – December 26, 2007, telephone conversation record – Iowa DNR Land and Water is not impacted by the project and declined being involved in the EIS process.
- Iowa Department of Agriculture and Land Stewardship, Division of Soil Conservation – December 26, 2007 – The Iowa Department of Agriculture and Land Stewardship acknowledged receiving project information and being given the opportunity to comment.
- Federal Railroad Administration – December 27, 2007 – FRA has no jurisdiction or authority with respect to the project.
- Iowa DNR, Conservation and Recreation Division – December 31, 2007 – Iowa DNR declines to be involved in the EIS process for the project. However, Iowa DNR is available to review T&E species and intends to submit comments on the project, but it does not intend to be a participant in EIS development.
- Pottawattamie County Office of Planning and Development – January 2, 2008 – The Pottawattamie County Office of Planning and Development accepts the invitation to participate in the EIS process for the project.
- U.S. Department of Housing and Urban Development, Des Moines Field Office – January 9, 2008 – The Des Moines Field Office does not contemplate any detrimental effects on any project in the area under review and declines the invitation to participate in the EIS process because it has no jurisdiction or authority with respect to the project.

- Federal Aviation Administration – January 10, 2008 – FAA has no comments regarding environmental matters but does request to be part of the planning process to determine the final location of the proposed roadway regarding any potential effects on the Council Bluffs Municipal Airport. FAA is most concerned with potential impacts from Steven Lane traversing airport property located south of Runway 36 in the area of the Runway Protection Zone where future airport development may occur. The PMT will need to consider whether the project will require formal notice and review from an airspace standpoint.
- EPA Region 7 – January 14, 2008 – EPA does accept the role of participating agency for the project. Through initial evaluation using Region 7 SiteMapper, no environmental issue has been identified that could substantially delay or prevent the project from moving forward.
- USACE Rock Island District – January 15, 2008 – USACE Rock Island declines the invitation to be a cooperating agency but accepts the role of participating agency. The project is within the Rock Island District's Regulatory boundaries but not Civil Works boundaries. The Omaha District is responsible for USACE Civil Works at the project location.
- USDA NRCS – January 25, 2008 – NRCS chooses not to be a participating agency in the development of the EIS but will participate as time and funds allow, so it would like to be kept informed as the project progresses.
- U.S. Department of Housing and Urban Development, Kansas/Missouri State Office – January 31, 2008 – The Kansas/Missouri State Office does not intend to submit comments on the EIS for the proposed project.
- USACE Omaha District – February 7, 2008 – USACE Omaha District accepts the invitation to act as a participating agency in development of the EIS for the purpose of floodplain management in accordance with Executive Order 11988 and environmental issues for implementing the procedural provisions of NEPA. The Omaha District wishes to be involved in only reviewing the draft documents.

During the agency scoping process, several resource agencies submitted comments. Brief summaries of the comments are as follows:

- USACE Rock Island District – March 19, 2008 – The project appears to require authorization under Section 404 of the Clean Water Act.
- USACE Omaha District – March 27, 2008 – It should be ensured that the project is in compliance with floodplain management criteria of Pottawattamie County and the State of Iowa.
- EPA Region 7 – April 24, 2008 – It appears that the proposed roadway and associated development in the project area will impact aquatic resources and water quality. EPA recommends minimizing these potential impacts to the extent possible. EPA recommends relocating proposed roadway segment B-C to avoid crossing or encroaching on Little Pony Creek on the southwest side of the airport. EPA also recommends considering the use of green infrastructure in the design of the project to encourage stormwater infiltration rather than runoff.

- USACE Omaha District – May 13, 2008 – The Omaha District has reviewed the new map and minutes from the agency scoping meeting and has the following comments. The project appears to be located outside of the 100-year floodplain, but the possibility may exist for a flood hazard that could result from heavy rainfall in the immediate area that would produce runoff in excess of storm sewer and local drainageway capacities. It should be ensured that the proposed project is in compliance with floodplain management criteria of Pottawattamie County and the State of Iowa.
- USACE Omaha District – July 9, 2008 – USACE Omaha District has no comments at this time regarding the project. However, USACE maintains that if construction activities involve any work in WUS, a Section 404 permit may be required.
- Iowa DNR, Water Quality Section – August 12, 2008 – Iowa DNR requests that the Loess Hills not be used for borrow material. When borrow site(s) are determined for the project, Iowa DNR should be contacted for a Natural Resource review of the site(s).

4.1.2 Tribal Coordination

Correspondence was sent to American Indian tribes announcing the initiation of the NEPA process and soliciting tribal interest in the project. Table 4-2 lists the tribes to which project information was provided based on the tribes' potential past use of the project area.

Table 4.2
Tribal Organizations

Tribe	Title
Citizen Potawatomi Nation	
Iowa Tribe of Kansas and Nebraska	
Iowa Tribe of Oklahoma	Cultural Preservation Office
Otoe-Missouria Tribe	
Pawnee Nation of Oklahoma	Office of Historic Preservation
Sac & Fox Nation in Oklahoma	
Sac & Fox Nation of Mississippi in Iowa	
Sac & Fox Nation of Missouri in Kansas	
Yankton Sioux Tribe	Tribal Historic Preservation Office

The following tribes responded to the request for consultation on the project:

- Citizen Potawatomi Nation – The tribe has no comments at this time but requests continued notification on this project.
- Iowa Tribe of Kansas and Nebraska – The tribe is satisfied with the planned site treatment.
- Pawnee Nation of Oklahoma – There should be no historic properties affected by construction of the proposed project. The proposed project location should have no adverse effects on known archaeological or historical Pawnee sites. If previously undiscovered properties are encountered, the tribe must be notified immediately.
- Yankton Sioux Tribe – Sensitive areas within or near the proposed project are unknown unless the area is surveyed by the tribe for traditional cultural properties. The tribe requested that it be informed of any findings and wishes to consult on further monitoring plans and potential surveys.

4.1.3 Project Management Team

The PMT consists of representatives from local government, regional planning, and transportation agencies, as follows:

- Federal Highway Administration-Iowa Division
- Iowa Department of Transportation
 - Office of Location and Environment
 - District Four
- Omaha-Council Bluffs Metropolitan Planning Agency
- Pottawattamie County
- City of Council Bluffs
- Consultant Team (HGM Associates, Inc.; Schemmer; and Snyder & Associates, Inc.)

The PMT was assembled to guide development of a consensus-based solution for the Eastern Hills Drive and Connecting Roadways project and to provide a mechanism for key stakeholders to provide input on project actions and decisions. The group met 25 times from 2008 through 2014, as shown in **Table 4.3, PMT Meetings**, to discuss project progress and to provide input at key project decision points. Minutes from each meeting, when recorded, are included in the official administrative record for this project.

4.1.4 Technical Memorandums

The Consultant Team produced several technical memorandums and reports that were used in the screening of environmental resources:

- Alternatives Screening Technical Memorandum
- Archaeological and Architectural Surveys
 - Intensive Level Historical/Architectural Surveys (Greenview Road and Steven Lane Extension)
 - Phase IA Archaeological Assessments (Eastern Hills Drive, Steven Lane Extension)
 - Reconnaissance Level Architectural Survey (State Orchard to IA 92)
- Loess Hills Soils Analysis
- Noise Analysis Technical Memorandum
- Phase I Environmental Site Assessment (contaminated and regulated materials sites)
- Rare, Threatened, and Endangered Species Technical Memorandum
- Right-of-Way Impact Analysis
- Traffic Analysis Report (with addendum regarding South Corridor Future Volumes)
- Vehicle Crash Analysis Technical Memorandum
- Wetland Delineation Report

Table 4.3
PMT Meetings

Meeting	Date	Topic
2008		
1	1-16-08	Project Schedule/Timeline/Agency Coordination
2	6-19-08	Project Report, Work Activities
3	9-18-08	Purpose & Need
4	11-20-08	Agency Scoping Packet
5	12-18-08	Concurrence Packets, Distribution
2009		
6	1-15-09	Progress Report, Alternatives Screening
7	3-05-09	Purpose & Need-Alternatives Screening, Concurrence Points 1 & 2
8	3-19-09	FEMA, Loess Hills, T&E Memorandum
9	4-16-09	Newsletter, Website, Purpose & Need
10	5-21-09	Progress Report, Technical Memorandum
11	6-23-09	Stream Mitigation Matrix
12	7-16-09	Project Status, Progress Report
13	9-17-09	SHPO-Phase 1A, ESA, T & E Survey, Earthworks
14	10-15-09	Project Status, Traffic, Technical Memorandums
2010		
15	9-23-10	Concurrence Point 3, Alternatives Carried Forward
16	12-2-10	Alternatives Screening, Public Meeting, Newsletter
2011		
17	2-6-11	Technical Memorandums, Public Meeting Comments
18	2-17-11	Subcorridor Review, Subsections of DEIS to Iowa DOT
2012		
19	3-22-12	Public Hearing, Signed DEIS
20	4-12-12	Section 4(f) Discussion, Agricultural Impacts
21	5-16-12	Public Comment Review, Concurrence Point 4
22	9-13-12	Concurrence Point 4, Schedule
2013		
23	5-14-13	Nomenclature of Alternatives, ROW Limits, Stream Impacts
24	9-3-2103	Expanded Study Area, Concurrence Point 4 Packet
2014		
25	1-29-14	Draft FEIS Revisions

4.1.5 Concurrence Points 1, 2, 3, and 4

Iowa DOT's NEPA/404 concurrence process is intended to streamline project decision making on federally funded highway projects that require an Individual Section 404 Permit. Because several federal and state agencies provide input to both the NEPA process and Section 404 permitting, conducting coordination on both processes concurrently enables expeditious project decision making by executing one decision for the project that is in the best interest of the public. This coordination is carried out through four concurrence point meetings, as described below. The agencies that participated in the concurrence point process for the project are USACE-Rock Island District, EPA, Iowa DNR, USFWS, MAPA, and Pottawattamie County. All agencies were provided packets of information for each concurrence point, but not all agencies responded or participated for each concurrence point. All agencies were provided packets of information for

the four concurrence points (except MAPA was not involved in concurrence points 3 and 4), but not all agencies responded or participated for each concurrence point.

Concurrence Points 1 (Purpose and Need) and 2 (Range of Alternatives)

- No response was received from EPA, USFWS, or MAPA.
- USACE-Rock Island District and Iowa DNR concurred with the Purpose and Need and the Range of Alternatives.
- Concurrence Points 1 and 2 meetings were conducted by written correspondence and concluded on January 26, 2009.

Concurrence Point 3 (Alternatives to be Carried Forward)

- Iowa DNR, USACE-Rock Island District, and Pottawattamie County concurred with the conclusion set forth in the Alternatives Screening Technical Memorandum.
- Alternatives to be carried forward in the DEIS: Build Alternatives 1, 2, 3, 4, 5, 6, 7, and 10, and the No-Build Alternative.
- Alternatives to be dismissed in the DEIS: Build Alternatives 8 and 9.
- The PMT instructed Snyder & Associates, Inc. to draft a communiqué to be sent via email by the city of Council Bluffs to USFWS and EPA. The purpose of the communiqué was to request comment by October 8, 2010, on the alternatives to be carried forward prior to the public meeting. There was no response from USFWS and EPA to the follow-up communiqué.
- Concurrence Point 3 was conducted by written correspondence and concluded on October 8, 2010.

Concurrence Point 4 (Preferred Alternative)

- Iowa DNR, USACE-Rock Island District, and USFWS concurred with the Preferred Alternative (Build Alternative 3) to be carried forward in the FEIS.
- USFWS stated that consideration should be given to the northern long-eared bat, a species being proposed to be placed on the federal endangered species list. Its habitat may include woodlands and wooded areas in the Study Area. If the decision is made to proceed with the project, trees qualifying as potential summer roost habitat for the northern long-eared bat should be cut down between October 1 and March 30.
- Concurrence Point 4 was conducted as an in-person and web-conference meeting on December 9, 2013.

4.2 Public Involvement

Opportunities for general public involvement included an informational project website, six newsletters, and four public information meetings. Handouts that presented general information about the project and the proposed alternatives for improving Eastern Hills Drive and connecting roadways were made available to the public in the newsletter and at the public information meetings.

4.2.1 Project Website

An informational project website, originally at <http://publicworks.councilbluffs-ia.gov/engineering.asp?page=11>, was established as another means of disseminating information about the project. The latest link to the website is at <http://www.councilbluffs-ia.gov/index.aspx?NID=811>. The web address was provided to the public at the April 10, 2008, public information meeting, and has been active since that date. The site includes the goals of the project, a description of the project, background information, and newsletters.

4.2.2 Mailing List

A mailing list of 321 address locations was developed and updated prior to the public information meetings. This list included property owners, interested parties, and representatives from local interest groups. In addition, the list included state, county, and local elected officials as well as representatives from appropriate agencies. This mailing list was used to invite the public to the public information meetings for the project as well as to notify the public of availability of the DEIS.

During preparation of the FEIS, the mailing list was updated using the current Pottawattamie County Assessor Database to account for new owners and parcel changes that have occurred since the previous mailing. The mailing list was also expanded to include additional landowners expressing interest in the project.

4.2.3 Newsletters

Six newsletters were prepared and mailed to parties on the mailing list. In addition, the newsletters were posted on the project website, and additional copies were made available at the public meetings.

The newsletters provided an overview of the project, work completed to date, and information regarding the time and location of the next public information meeting, as follows:

Issue 1: Summer 2008

- Proposed Action/Project Development
- Purpose and Need
- Range of Alternatives Overview
 - No-Build
 - Segments A and B
 - Segment C
 - Segment D
- Public Meeting Information

Issue 2: Summer 2009

- Project Overview
- Public Meeting Overview
 - April 10, 2008
 - April 21, 2008
- Purpose and Need

- Agency Concurrence
- Range of Alternatives

Issue 3: Fall 2010

- Project Overview
- Alternatives Screening – Purpose and Need
 - No-Build Alternative and Build Alternatives
- Alternatives Screening – Environmental Resources
 - No-Build Alternative and Build Alternatives
- Agency Concurrence
 - Alternatives Carried Forward

Issue 4: Spring 2012

- Project Overview
- DEIS Public Hearing
- Overview of Potential Impacts for Each Alternative

Issue 5: Spring 2012

- Project Overview
- Summary of DEIS Public Hearing
- Request for Comments on DEIS

Issue 6: Fall 2014

- Project Update
- Selection of Preferred Alternative

4.2.4 Public Information Meetings

Four public information meetings were held during the NEPA process for the project. An open house format was used for all four public information meetings, which were held in Council Bluffs, Iowa. Another public information meeting is planned to allow the public and agencies to review the FEIS and the preferred alternative.

4.2.4.1 Public Information Meeting One

The first public information meeting was held on April 10, 2008, at the Council Bluffs Public Library. Twenty-one (21) people registered at the meeting. The meeting was publicized on the project website and in the project newsletter. In addition, a notice was placed in the local newspaper. The purpose of the meeting was:

- To inform the public of the environmental analysis and documentation process.
- To collect the public's input regarding the project purpose and need as well as perceived transportation needs.
- To solicit the public's input in identifying corridor issues.

Staff from Iowa DOT, the city of Council Bluffs, Pottawattamie County, and the Consultant Team provided an overview of the proposed project and the NEPA process.

During the meeting, questions from the public generally centered around the project's anticipated schedule and possible alternatives for State Orchard Road. In addition, eight written comments were received. A summary of the oral and written comments is as follows:

- Several people commented that they understood the purpose of the project and recognized the need for the improvements.
- Many of the meeting attendees were homeowners that lived on State Orchard Road. Most of these homeowners stated that they did not want to move nor did they want a large road in front of their houses. They suggested that the road be built east of the creek.
- Many inquired about the number of lanes the proposed road was to have.
- Many people were disappointed with the lack of notice before the meeting.

4.2.4.2 Public Information Meeting Two

The second public information meeting was held on August 21, 2008, at the Council Bluffs Public Library. Fifty-three (53) people registered at the meeting. The purpose of the meeting was to inform the public of project progress and to gather input on various alternatives.

During the meeting, attendees were invited to view a PowerPoint presentation regarding the project purpose and need, the Study Area, and the range of alternatives considered for the project. Following the presentation, attendees were encouraged to visit four resource stations.

Based on public comments from the first public information meeting regarding concerns about impacts on the housing development on State Orchard Road west of Little Pony Creek, three alternatives were added to the east side of Little Pony Creek. These alternatives were identified as Corridors 4, 5, and 6. The proposed connection (Steven Road extended) between Eastern Hills Drive and Cottonwood Road (L-43) was removed from consideration so as not to encourage development beyond the Little Pony Creek urban service area. The city was concerned about airport restrictions that could limit the development potential along this extension, and the difficulty of providing sanitary sewer connections beyond the Little Pony Creek urban service area.

Other points of discussion included agency comments regarding potential impacts on Little Pony Creek and the Loess Hills.

Nine written comments were received. Most of the comments were in opposition to Corridors 5 and/or 6, as shown in the map exhibit, due to their proximity to the Dappen Tree Farm. Based on public opposition to impacts on Dappen Tree Farm, one new north-south alternative was added to Segment D in the range of alternatives, shown as Corridor 7 in the map exhibit. A summary of the oral and written comments is as follows:

- Several people commented that they understood the purpose of the project and recognized the need for the improvements.
- People were concerned about losing their homes or being forced to move.
- Some commenters were concerned about the increase in traffic this project would cause and the level of noise that would result from the traffic.

- Many people commented that they would like to see a sidewalk or bike path along the road that would provide a safe place for pedestrians to travel.

4.2.4.3 Public Information Meeting Three

The third public information meeting was held on November 16, 2010, at the Council Bluffs Public Library. Thirty-four (34) people registered at the meeting. The purpose of the meeting was:

- To discuss field-gathered information for sensitive areas (wetlands, WUS, floodplains, RTE species, Section 106 properties, hazardous properties, etc.).
- To discuss refinement of the alternatives to be carried forward.
- To collect additional public input and feedback.

During the meeting, attendees were invited to view a PowerPoint presentation regarding the project purpose and need, the range of alternatives, and the alternatives screening process.

The public was informed that Build Alternative 8 was dismissed due to a disproportionate impact on Loess Hills soils, and that Build Alternative 9 was dismissed because it did not meet the project purpose and need.

Three written comments were received. Those attending were encouraged to submit written comments after the meeting if they needed additional time. Following the public information meeting, seven additional comments were received along with a petition submitted by the Dappen Tree Farm containing 269 signatures. The petition objected to Build Alternatives 6 and 7 and recommended another build alternative be selected. Build Alternatives 6 and 7 extend across the Dappen Tree Farm. A summary of the oral and written comments is as follows:

- People were concerned about losing their homes or being forced to move.
- Some people were concerned about the increase in traffic this project would cause and the level of noise that would result from the traffic.

4.2.4.4 Public Information Meeting Four

The fourth public information meeting was held on March 27, 2012, at the Council Bluffs Community Hall. Thirty-one (31) people registered at the meeting. The purpose of the meeting was:

- To discuss the DEIS signed by Iowa DOT and FHWA.
- To discuss refinement of the alternatives to be carried forward.
- To collect additional public input and feedback.

The public meeting was a combined open house and a formal public hearing on the DEIS. PMT members were present with plans, displays, and related information to discuss the project informally between 5 and 6 p.m. In addition, a PowerPoint presentation was available for those attending and addressed the project purpose and need, the range of alternatives, and the alternatives screening process. During the informal session, individuals were encouraged to attend the hearing to express their views and ask questions about the proposed improvement.

A formal presentation was given at 6 p.m. followed by a formal question-and-answer session. Each person attending was afforded the opportunity to speak for three minutes during the question-and-answer session. Oral and written statements were also accepted during both the

open house and the formal public hearing. A copy of the DEIS was available for inspection at the hearing.

Five written comments were received. A summary of the oral and written comments is as follows:

- Some people commented that they recognize the need for this project and are in support of it.
- People were concerned about losing their home or being forced to move.
- A few people commented that they were concerned about the economic and environmental impact of losing the Dappen Tree Farm.
- Members of First Christian Church commented that they were concerned about how the project may affect their church currently or limit their expansion options in the future.

4.2.4.5 Public Information Meeting Five

The date, time, and location of the fifth public information meeting will be announced to the public. The purpose of the fifth public meeting is to serve as a combined open house and formal public hearing to discuss the Preferred Alternative, potential impacts of construction and operation of the Preferred Alternative, the property acquisition process, and the project going forward.

4.3 DEIS Agency Comments

The signed DEIS was provided to the federal, state, regional, and local agencies and interested parties identified in **Table 4.4, Agencies Provided Copy of DEIS**. Two agencies—USACE and EPA—responded with comments.

Table 4.4
Agencies Provided Copy of DEIS

Agency	Comments Provided
Federal Agencies	
U.S. Army Corps of Engineers	Yes
U.S. Environmental Protection Agency	Yes
Federal Aviation Administration	No
U.S. Fish and Wildlife Service	No
State Agencies	
Iowa Department of Natural Resources	No
State Historical Society of Iowa, State Historical Preservation Office	No
Regional Agencies	
Omaha-Council Bluffs Metropolitan Area Planning Agency	No
Local Agencies	
City of Council Bluffs	No
Pottawattamie County	No

Comments provided by the USACE and EPA have been addressed in the FEIS. The comment letters are appended to this document in Appendix B. Summaries of the comment letters, with responses in italicized text, are provided in the following text.

4.3.1 USACE Comments

USACE noted that it appears that the Eastern Hills Drive and Connecting Roadways project will impact WUS, including jurisdictional wetlands, and will require Department of the Army Section 404 authorization. A complete Section 404 application should be submitted with wetland delineations, and details of impacts on wetlands and other WUS. USACE may require sequential mitigation including an alternatives analysis, minimization of impacts, and compensatory mitigation for any unavoidable impacts. The alternatives analysis must demonstrate how impacts on WUS would be avoided by selection of the least environmentally damaging practicable alternative.

The DEIS acknowledged that a Section 404 permit would be acquired through coordination with USACE. The FEIS provides additional details on the Section 404 permit process in Sections 3.14.2 and 3.14.3.

4.3.2 EPA Comments

EPA submitted the following comments on the DEIS.

Executive Summary

The DEIS appears to show bias toward a solitary build alternative rather than evaluate several alternatives capable of addressing the purpose and need comparatively.

The FEIS Chapter 2, Alternatives Considered, discusses a new nomenclature for identifying eight build alternatives that were carried through the Concurrence Point 4 process. These eight build alternatives were determined to meet the purpose and need for the project and were evaluated for potential impacts. One alternative was selected as the preferred alternative.

Alternatives 7 and 8 are not covered in the Executive Summary, nor does the DEIS discuss reasons why these alternatives were discarded.

The DEIS Executive Summary did not include two build alternatives, but they should have been alternatives 8 and 9 rather than 7 and 8. The FEIS Executive Summary addresses the ten build alternatives discussed in the DEIS (indicating that Build Alternatives 8 and 9 were screened out), as well as the eight build alternatives identified using the new nomenclature.

The Executive Summary does not explain how the lead agency plans on helping affected persons transition. EPA suggests including excerpts from the Uniform Relocation Act to equip decision makers, impacted residents, and stakeholders with detailed information on relocation procedures.

The FEIS Executive Summary includes information on the Uniform Relocation Act and its application to assisting residents subject to relocation.

The DEIS addresses the positive economic impacts on businesses but does not address potential negative economic effects on businesses or residents.

The FEIS Executive Summary addresses both beneficial and adverse economic impacts.

The Executive Summary states that air quality will be improved because of less traffic congestion, but this may not hold true for each segment. For example, Segment D may see less

congestion and better air quality, while Segment C may see more overall traffic with possibly lowered air quality.

The FEIS Executive Summary discusses air quality, accounting for changes likely to occur with implementation of the preferred alternative.

Although the Executive Summary states that there is no land zoned for farmland or agricultural uses, this does not relinquish the requirement to coordinate with USDA regarding impacts on farmland. EPA recommends that the FEIS Executive Summary address compliance with USDA requirements.

For the FEIS, a USDA NRCS CPA-106 Farmland Conversion Impact Rating form was prepared to assess the potential farmland impact of the preferred alternative. The FEIS Executive Summary includes the determination that the form score did not require further coordination with NRCS because the score was below the level of concern.

The Cumulative Impact section of the Executive Summary addresses relocation of residences and conveys positive impacts on transportation, but does not address whether or not there would be cumulative impacts on the environment such as Little Pony Creek, Pony Creek, or Mosquito Creek (a creek with impaired water quality). A number of projects, such as a proposed high-speed rail initiative and planned interstate improvements, could also affect the same area proposed for impact under the Eastern Hills Drive and Connecting Roadways project. EPA recommends that the FEIS address potential effects of those proposed actions.

The FEIS has been revised to identify and review major projects in the area, and consider them for cumulative impacts in addition to the Eastern Hills Drive and Connecting Roadways project. The FEIS Executive Summary accounts for the new information.

EPA recommends that the FEIS Executive Summary provide discussion on how public comments and concerns from stakeholder and public involvement meetings were incorporated into project modifications that responded to those inputs.

Public involvement meeting notices, displays, and project descriptions are included in the FEIS, Appendix D. FEIS Chapter 4.0 includes a summary of public comments received throughout the project and how they were addressed. The Executive Summary has been revised with a summary of how stakeholder and public involvement input was incorporated into the project.

EPA recommends that the FEIS Executive Summary include further explanation of impacts and mitigation strategies developed specifically for the selected alternative.

The FEIS Executive Summary has been revised to clarify impacts and proposed mitigation of the preferred alternative.

The DEIS, including the Executive Summary, does not identify a preferred alternative. EPA recommends improving the discussion on selection criteria for the preferred alternative, as well as providing a more detailed explanation why other alternatives were determined to not be suitable for further consideration.

The FEIS includes selection of a preferred alternative, discusses reasons for eliminating alternatives, and provides rationale for carrying forward only the preferred alternative and No-Build Alternative for detailed evaluation in Chapter 3.0.

Chapter 1.0, Purpose and Need

The Purpose and Need statement is vague. EPA recommends providing details of the joint planning efforts between the County of Pottawattamie and the City of Council Bluffs that led to the determination that US 6 and IA 92 needed to be connected, and what additional services could be realized with such a connection.

Additional information concerning joint planning from the Two-Mile Limit Study was added to Section 1.1.1. In addition, other clarifications have been made in Chapter 1.0 to reduce vagueness.

Chapter 2.0, Alternatives Considered

Although there is a discussion of the joint planning discussions that led to a single alignment with variations within short segments of that single alignment, other alternative routes were likely discussed and would have had value in comparison in the NEPA process. NEPA allows for incorporation of other planning processes that led to culling earlier considered alternatives.

Chapter 2.0 has undergone a thorough revision to account for improved identification and discussion of alternatives, including those that were considered but eliminated for detailed study. In the DEIS, identified alternatives were actually segments of an overall alternative alignment. The FEIS identifies alternatives that are a combination of previously identified alternatives/segments described in the DEIS.

Routes south of the airport would appear to meet the stated purpose and need; if considered, please state why they were discarded.

Routes south of the airport were not considered because traffic modeling has shown that the further east an alignment would occur from the Eastern Hills Drive area, the traffic demand lessens. Additionally, they would be off alignment of Eastern Hills Drive through the Hills of Cedar Creek development, and would not meet the project purpose of completing Eastern Hills Drive.

There are no alternatives for Segments A and B. Could Cottonwood Road serve as an alternative, or was it ruled out in previous planning efforts?

The project purpose includes completing Eastern Hills Drive between US 6 and IA 92, and improving connections to existing developments. Consequently, Segments A and B did not include any options for other alternative alignments because they are existing components of Eastern Hills Drive. Moving off alignment in these segments would not meet the purpose of completing Eastern Hills Drive. Similarly, Cottonwood Road as an individual alternative alignment would not meet the purpose of the project and serve as a reasonable alternative because of its distance from Eastern Hills Drive and because it is not connected either to US 6 or IA 92.

EPA recommends identifying the preferred alternative.

In the FEIS, Build Alternative 3 has been identified as the preferred alternative, and the concurrence point agencies (including EPA) were involved in the review process and concurred with the selection of the preferred alternative.

Chapter 3.0, Affected Environment and Environmental Consequences

Section 3.4, Relocations: The DEIS does not include Alternatives 8 or 9 in the analysis. EPA recommends including all alternatives in each analysis to inform the public why a certain alternative should be eliminated.

Build Alternative 8 was dismissed in DEIS Section 2.5 because it would have a disproportional impact on the Loess Hills. Build Alternative 9 was dismissed in DEIS Section 2.4.5 because it does not meet the project purpose and need. FEIS Chapter 3.0 addresses impacts of only the preferred alternative and No-Build Alternative.

Section 3.6.3, Build Alternatives (under Section 3.6, Economic Impacts): The DEIS states, “There are no anticipated impacts to future developments.” Because one of the project purposes is to “Support planned land development in Council Bluffs and Pottawattamie County,” EPA recommends characterizing the “build” alternative as having positive economic impact on future developments.

The FEIS indicates that the preferred alternative supports goals of future land development set forth in the RISE program. The text includes the economic benefits of the project.

Section 3.11.3, Build Alternatives Regional Air Quality Impacts (under Section 3.11, Air Quality): The section did not address the issue of increased traffic density on the larger roads due to residential and commercial developments in the immediate area. An increase in overall traffic would decrease air quality even if better traffic flow is a project result. The DEIS does not take into consideration increased air quality standards placed on vehicle manufacturers by EPA that will be increasingly more strict in the coming years.

Language was added to this section of the FEIS to address EPA air quality comments.

Section 3.12.1.2, Surface Water (under Section 3.12, Surface Water and Water Quality): The DEIS explains that there will be potential for greater amounts of stormwater runoff in many of the alternatives. However, the DEIS does not explain how to mitigate this environmental issue.

FEIS Section 3.12.3 provides language to address stormwater runoff mitigation during and after construction.

Section 3.15.2, Environmental Consequences (under Section 3.15, Woodlands): The DEIS only mentions Alternative 3 and 4 with no mention of the other alternatives.

For the FEIS, Chapter 2.0 was revised to provide rationale for selecting a preferred alternative and carrying forward only the preferred alternative (of the eight build alternatives identified in the FEIS) for detailed evaluation in Chapter 3.0. Consequently, Section 3.15.2 now addresses impacts of the preferred alternative and the No-Build Alternative.

Section 3.15.3, Woodland Mitigation (under Section 3.15, Woodlands): The DEIS states, “Mitigation for the woodlands that are to be permanently impacted may include the acquisition of existing wetlands which would be placed under a protective easement.” EPA recommends further discussion on this issue. Are the wetlands forested?

The phrase “existing wetlands” should have said “existing woodlands.” This error is corrected in the FEIS.

Section 3.16.1, Affected Environment (under Section 3.16, Threatened and Endangered Species): The DEIS states that no response was received from USFWS. EPA recommends completing this coordination with USFWS.

FEIS Section 3.16.1 has been revised by noting that USFWS participated in the concurrence point process and was contacted for input on the effect determination for the northern long-eared bat. Additional discussion for mitigation of potential impacts on this species has been included in Section 3.16.3.

Appendix

Include any documents or statements from public meetings in order to inform the public what issues and concerns were brought up in the past.

Public information meeting displays, project descriptions, and newsletters are now included in FEIS Appendix D.

Summary of EPA Comments

In summary, EPA recommends the following:

The FEIS select a preferred alternative.

The FEIS identifies the preferred alternative selected by the city, county, Iowa DOT, and FHWA, and concurred on by the concurrence point agencies during Concurrence Point 4.

Improve the purpose and need statement.

The purpose and need statement has been clarified with supplemental information, but the basis of the purpose of and need for the project is the same as provided in the DEIS and concurred on by the concurrence point agencies during Concurrence Point 1.

Include full discussion of all alternatives in each section within Chapter 3.0.

The FEIS includes selection of a preferred alternative and provides rationale for carrying forward only the preferred alternative and No-Build Alternative for detailed evaluation in Chapter 3.0.

Consider the negative effects of the project as well as the positive ones.

Both negative and positive effects of the project are discussed in the FEIS.

Include mitigation strategies to combat negative effects.

Mitigation proposed to address adverse impacts is provided in each relevant mitigation section in Chapter 3.0.

Include public comments received prior to the DEIS publication in the appendix.

Public involvement meeting notices, displays, and project descriptions are included in FEIS Appendix D. FEIS Chapter 4.0 includes a summary of public comments received throughout the project and how they were considered.

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CHAPTER 5
LIST OF PREPARERS

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5.0 LIST OF PREPARERS

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Matt Cox	City Engineer
Pottawattamie County	
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Charles Lessmann	Environmental Task Manager

Tallgrass Historians, L.C.	
Leah Rogers	Archaeological Surveys
Jan Nash	Architectural Surveys

CHAPTER 6
CIRCULATION LIST

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6.0 CIRCULATION LIST

The Final Environmental Impact Statement is being distributed to the following federal, state, regional and local agencies and interested parties for their review and comment.

Federal Agencies

Federal Highway Administration, Iowa Division
U.S. Environmental Protection Agency, National Environmental Policy Act Team, Region VII
U.S. Army Corps of Engineers, Rock Island Regulatory Division
U.S. Army Corps of Engineers, Omaha District, Planning
U.S. Fish and Wildlife Service, Rock Island
National Park Service
U.S. Department of Housing and Urban Development, Des Moines
U.S. Department of Housing and Urban Development, Kansas City
Federal Aviation Administration
Federal Emergency Management Agency
U.S. Department of Interior, Regional Office

State Agencies

Iowa Department of Natural Resources, Environmental Services Division
Iowa Department of Natural Resources, Conservation and Recreation Division
Iowa Department of Natural Resources, Land and Water Conservation Fund Program
Iowa Natural Resources Conservation Service, Jay Mar, State Conservationist
Iowa Natural Resources Conservation Service, Council Bluffs Service Center
State Historical Society of Iowa (via Iowa DOT Cultural Resources Section)

Regional and Local Agencies

Iowa Department of Natural Resources Atlantic Field Office #4
Metropolitan Area Planning Agency
City of Council Bluffs
Pottawattamie County

Others

Historical Society of Pottawattamie County
Council Bluffs Public Library
Council Bluffs Chamber of Commerce

Iowa DOT

Iowa DOT Headquarters
Iowa DOT Council Bluffs
Iowa DOT District 4

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CHAPTER 7
REFERENCES

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2-16, 3-5, 3-14, 3-15, 3-19, 3-21, 3-22, 3-26,
3-28, 3-33, 3-37, 3-40, 3-44, 3-46, 3-54,
3-67, 3-70, 3-72, 3-73, 3-78, 3-80, 3-81,
3-82, 4-1, 4-5, 4-9, 4-14

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Acquisition Act of 1970 (Uniform Act),
3-19

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3-68, 3-69, 3-70, 3-71, 3-78, 3-79, 3-82

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3-58, 3-76, 4-2, 4-4, 4-11, 4-13

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3-59, 3-75, 3-77, 3-80, 3-81, 3-82, 4-2, 4-3,
4-4, 4-14, 4-16

wetlands, 3-1, 3-55, 3-56, 3-57, 3-58, 3-59, 3-76, 4-5,
4-13

woodlands, 3-1, 3-2, 3-60, 3-61, 4-16

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zoning, 1-1, 3-2, 3-5, 3-41, 3-49, 3-55, 3-71, 3-77,
3-79, 4-2, 4-3

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APPENDIX A
CONCURRENCE POINT 4 IMPACT TABLES AND FIGURES

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Concurrent NEPA / 404 Process

Project Name: Eastern Hills Drive and Connecting Roadways	Project No.: HDP-1642(645)—71-78	Concurrence Point 4: Preferred Alternative Resource Impact Table
County: Pottawattamie	PIN: NA	
Public Land Survey System: Sections 22, 27, 33 and 34 of Township 75 North, Range 43 West and Sections 2, 3, 4, 9, and 10 of Township 74 North, Range 43		
Project Name and Description: Eastern Hills Drive and Connecting Roadways: The City of Council Bluffs proposes the Eastern Hills Drive as an arterial roadway construction project. The project would construct a multi-lane, arterial roadway between US 6 and IA 92. US 6 borders the project area to the north. The Council Bluffs Municipal Airport, agricultural land, and residential developments border the project area to the east. IA 92 borders the project area to the south. Agricultural land and residential developments border the project area to the west. Additional major transportation facilities in the vicinity include Interstate Highway 29 and 80.		

	No Build	Alt 1 (A, B, C, D5, E, F)	Alt 2 (A, B, C, D5, E, G)	Alt 3 (A, B, C, D6, E, F)	Alt 4 (A, B, C, D6, E, G)	Alt 5 (A, B, C, D7, E, F)	Alt 6 (A, B, C, D7, E, G)	Alt 7 (A, B, C, D8, E, F)	Alt 8 (A, B, C, D8, E, G)
Environmental									
Cultural Resources	0	0	0	0	0	0	0	0	0
Floodplains (acres)	0	0.9	0.9	1.0	0.9	0.9	0.9	0.9	0.9
Prairies (acres)	0	0	0	0	0	0	0	0	0
Recreational Areas	0	0	0	0	0	0	0	0	0
Refuge Areas	0	0	0	0	0	0	0	0	0
Regulated Materials	0	0	0	0	0	0	0	0	0
Sovereign Lands (acres)	0	0	0	0	0	0	0	0	0
Special rivers	0	0	0	0	0	0	0	0	0
Streams (feet)	0	630	630	950	950	1115	1115	635	635
T&E, Wildlife, Plant	0	0	0	0	0	0	0	0	0
Loess Soil Cut/Fill (cubic yards)	0	Cut = 65,000 Fill = 107,000	Cut = 65,000 Fill = 107,000	Cut = 70,000 Fill = 130,500	Cut = 70,000 Fill = 130,500	Cut = 69,500 Fill = 202,000	Cut = 69,500 Fill = 202,000	Cut = 122,500 Fill = 85,000	Cut = 122,500 Fill = 85,000
Wetlands (acres)	0	1.05	1.05	0.85	0.59	0.85	0.59	1.05	1.05

Woodlands (acres)	0	5.95	5.95	5.95	5.95	5.95	5.95	5.95	5.95
Properties									
Businesses (acres)	0	1.1	1.1	1.1	1.1	1.1	1.1	1.5	1.5
Church's (acres)	0	0		4.3	4.3	6.5	6.5	2.9	2.9
Farmland (acres)	0	0	0	0	0	0	0	0	0
Homes (number/acres)	0	10 / 9.3	3 / 6.71	5 / 3.3	5 / 3.3	3/6.7	3/6.7	3/4.1	3/4.1
Proposed ROW Acquisition (acres)	0								
Proposed Construction Easement (acres)	0	94.1	86.8	92	84.7	92	84.7	91.7	84.4

Note: The "Homes (number/acres)" row value for Alternative 2 should have been "10/9.3", and for Alternatives 3 and 4 should have been "6/4.0".

Concurrent NEPA / 404 Process

Project Name: Eastern Hills Drive and Connecting Roadways	Project No.: HDP-1642(645)—71-78	Concurrence Point 4: Preferred Alternative Resource Impact Table
County: Pottawattamie	PIN: NA	
Public Land Survey System: Sections 22, 27, 33 and 34 of Township 75 North, Range 43 West and Sections 2, 3, 4, 9, and 10 of Township 74 North, Range 43		
Project Name and Description: Eastern Hills Drive and Connecting Roadways: The City of Council Bluffs proposes the Eastern Hills Drive as an arterial roadway construction project. The project would construct a multi-lane, arterial roadway between US 6 and IA 92. US 6 borders the project area to the north. The Council Bluffs Municipal Airport, agricultural land, and residential developments border the project area to the east. IA 92 borders the project area to the south. Agricultural land and residential developments border the project area to the west. Additional major transportation facilities in the vicinity include Interstate Highway 29 and 80.		

	No Build	Preferred Alternative	
Environmental			
Cultural Resources	0	0	
Floodplains (acres)	0	1.0	
Prairies (acres)	0	0	
Recreational Areas	0	0	
Refuge Areas	0	0	
Regulated Materials	0	0	
Sovereign Lands (acres)	0	0	
Special Rivers	0	0	
Streams (linear feet)	0	950	
T&E, Wildlife, Plant	0	0	
Loess Soil Cut/Fill (cubic yards)	0	Cut = 70,000 Fill = 130,500	
Wetlands (acres)	0	0.85	
Woodlands (acres)	0	5.95	
Properties			
Businesses (acres)	0	1.1	
Church's (acres)	0	4.3	
Farmland (acres)	0	0	
Homes (number/acres)	0	5 / 3.3	
Proposed ROW Acquisition (acres)	0		
Proposed Construction Easement (acres)	0	92	

Concurrent NEPA / 404 Process

Highway No.: Eastern Hills Drive	Project No.: HDP-1642(645)—71-78	Concurrence Point 4: Preferred Alternative
County: Pottawattamie	PIN: NA	

Public Land Survey System:

Sections 22, 27, 33 and 34 of Township 75 North, Range 43 West and Sections 2, 3, 4, 9, and 10 of Township 74 North, Range 43

Project Name and Description:

Eastern Hills Drive and Connecting Roadways: The City of Council Bluffs proposes the Eastern Hills Drive as an arterial roadway construction project. The project would construct a multi-lane, arterial roadway between US 6 and IA 92. US 6 borders the project area to the north. The Council Bluffs Municipal Airport, agricultural land, and residential developments border the project area to the east. IA 92 borders the project area to the south. Agricultural land and residential developments border the project area to the west. Additional major transportation facilities in the vicinity include Interstate Highway 29 and 80.

The following requirements for Concurrence Point 4, Preferred Alternative are complete:

- ☒ Concurrence Point 1 (Purpose and Need), Concurrence Point 2 (Alternatives to be Analyzed), and Concurrence Point 3 (Alternatives to be Carried Forward) have been met.
- ☒ The remaining alternatives from Concurrence Point 3 have been developed with more detail.
- ☐ More detailed development of any additional studies or meetings has been provided.
- ☒ Request for Concurrence Point 4 is prior to Commission approval.
- ☒ Data is provided to agencies that support the Preferred Alternative.

Potentially Affected Environmentally Sensitive Areas:

- | | | |
|--|--|---|
| <input checked="" type="checkbox"/> Church/Cemeteries | <input type="checkbox"/> Prairies | <input type="checkbox"/> Special Rivers |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Recreational Areas | <input checked="" type="checkbox"/> Streams |
| <input checked="" type="checkbox"/> Farmland | <input type="checkbox"/> Refuge Areas | <input type="checkbox"/> T&E, Wildlife, Plant |
| <input checked="" type="checkbox"/> Floodplains | <input type="checkbox"/> Regulated Materials | <input checked="" type="checkbox"/> Unique Land Forms |
| <input checked="" type="checkbox"/> Homes and Businesses | <input type="checkbox"/> Roads and Utilities | <input checked="" type="checkbox"/> Wetlands |
| <input checked="" type="checkbox"/> Land Use | <input type="checkbox"/> Sovereign Lands | <input checked="" type="checkbox"/> Woodlands |

Attachments:

- ☒ Preferred Alternative Aerial Display
- ☒ Preferred Resource Impact Aerial
- ☒ Preferred Resource Impact Table
- ☐

Preferred Alternative:

The preferred alternative is comprised of Segments A, B, C, D6, E, and F.

These segments were chosen for the following reasons:

- Evaluation of the existing and planned transportation network indicated that these combined alternatives would best meet the project purpose and need.
- The combined alternatives would satisfy traffic operations criteria at all locations.
- Segments A and B were chosen because they have already been constructed as a 2-lane road with adequate right-of-way available for construction of additional lanes. These segments of Eastern Hills Drive were constructed in 2006 as a RISE project. A portion of Eastern Hills Drive located within Segment C was constructed as part of a residential development project with private development funds.
- Segment D6 was chosen because it provides route continuity through the project area while balancing out the resource impacts compared to the other D-segments.
- Segment E was chosen because it utilizes existing Greenview Road ROW.
- Segment F was chosen because it utilizes existing Cedar Lane ROW and will tie into Steven Road.
- Impact to natural resources include:
 - Wetlands: 0.85 acres
 - Streams: 670 linear feet to Little Pony Creek and 280 linear feet to Pony Creek
 - Woodlands: 5.95 acres
 - Floodplain impacts: 0.9 acres to Pony Creek, 0.1 Acres to Little Pony Creek.

After consultation with the signatory agencies, it is determined that (check one):

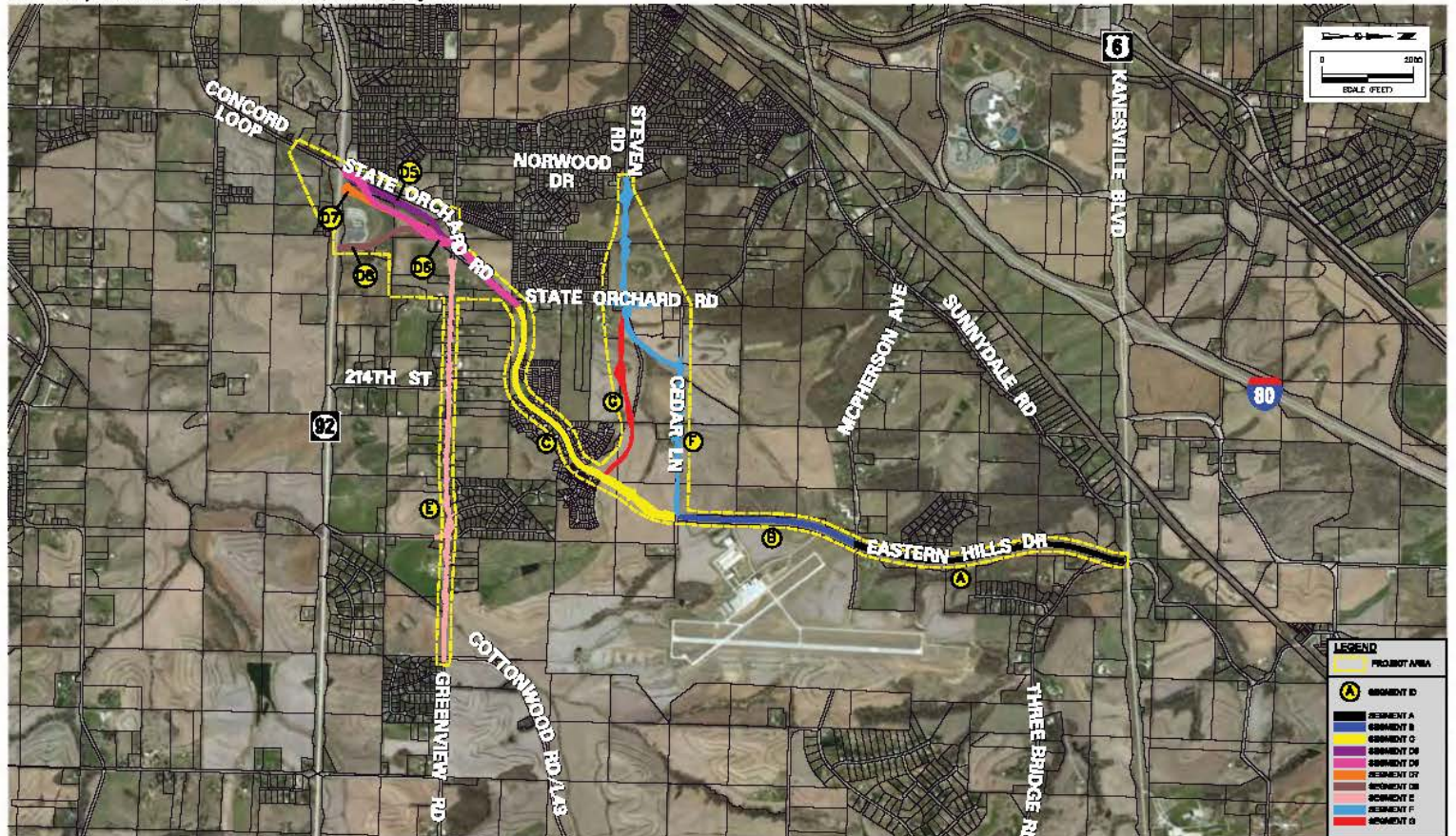
- ☐ The agency concurs on the project's preferred alternative.
- ☐ The project's complexity warrants a meeting (face-to-face, teleconference, or webinar).
- ☐ The project is not of sufficient complexity to warrant additional coordination and handling, or
- ☐ The discovery of need for an individual permit is too late in the project development to revisit Concurrence Point 1.
- ☐ The project is not suitable for NEPA/404 process outlined in the agreement.

Please respond in writing with your concurrence and/or comments within thirty (30) days after receipt of this submittal. No response, comment, request for additional information, or request for time extension within thirty (30) days will signify that you concur with this assessment.

Agency Representative, Name of Agency

Date:

SOURCE: Snyder & Assoc Inc., HGM & Associates Inc., Schemmer, Bing aerial



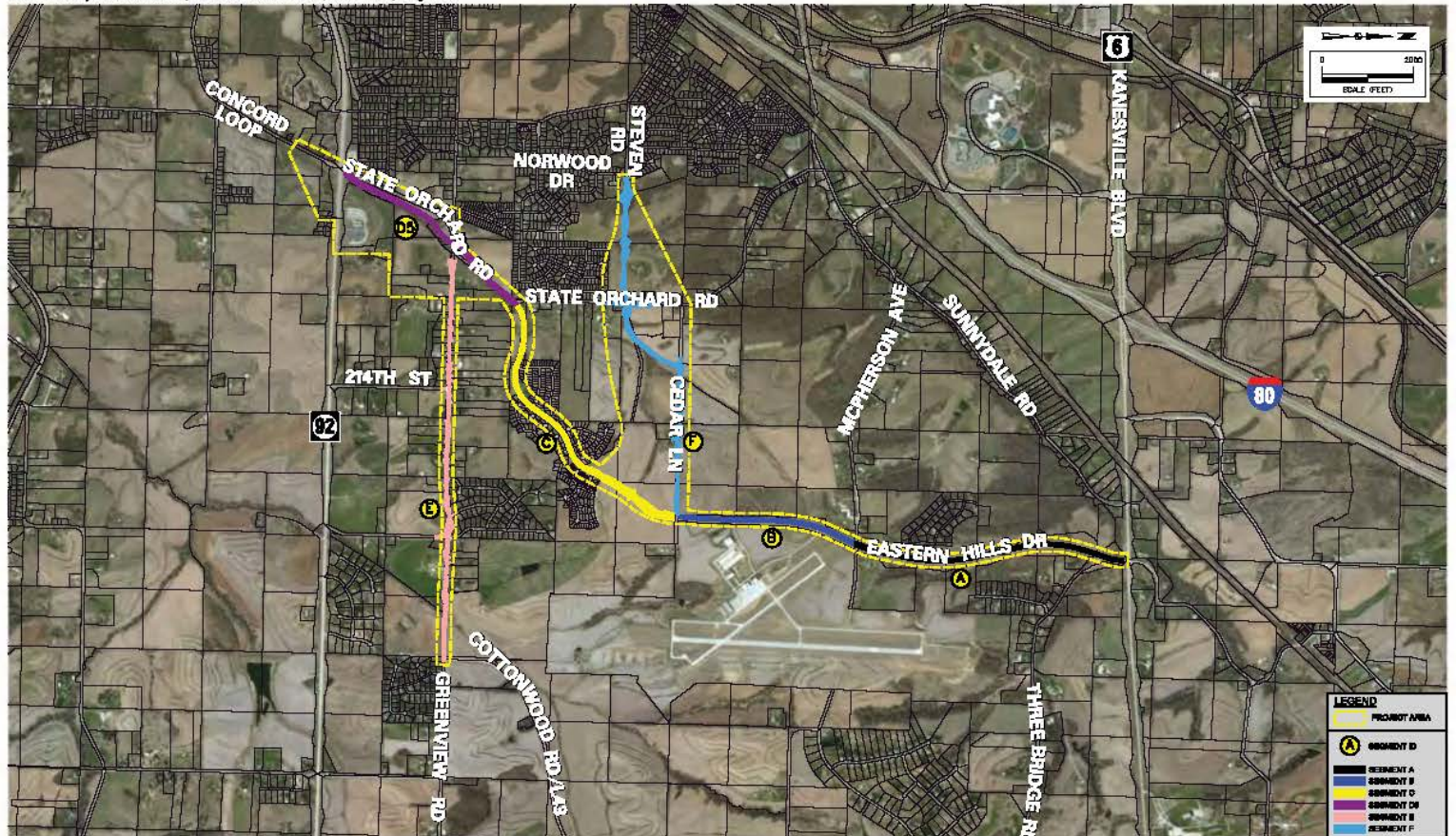
SNYDER & ASSOCIATES
Engineers and Planners

hgm
ASSOCIATES INC.
SCHEMMER

PROJECT AREA MAP
EASTERN HILLS DRIVE STUDY
COUNCIL BLUFFS, IOWA

FIGURE 1

SOURCE: Snyder & Assoc Inc., HGM & Associates Inc., Schemmer, Bing aerial



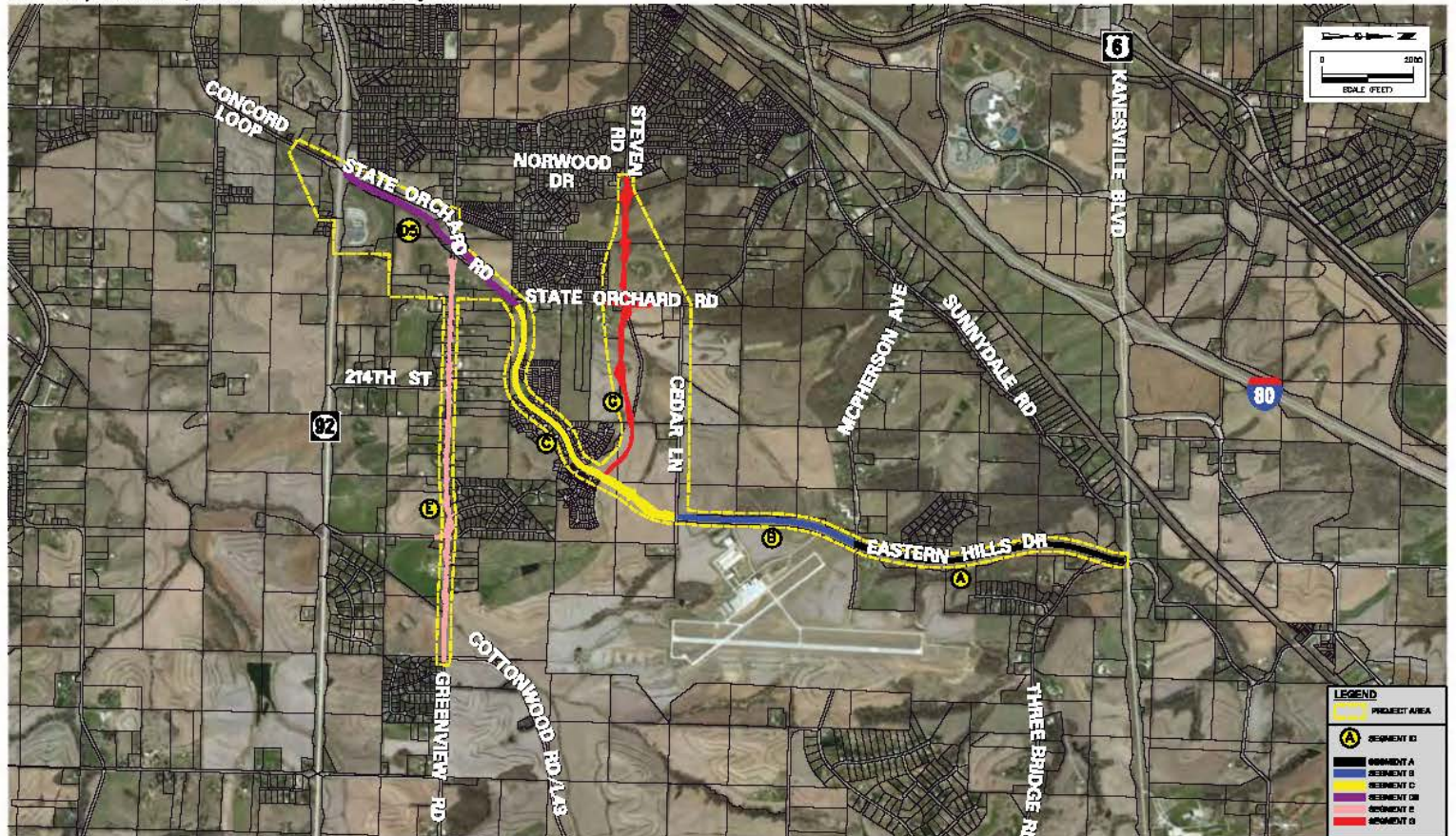
SNYDER & ASSOCIATES
Engineers and Planners

hgm
ASSOCIATES INC.
SCHEMMER

ALTERNATIVE 1
EASTERN HILLS DRIVE STUDY
COUNCIL BLUFFS, IOWA

FIGURE 3

SOURCE: Snyder & Assoc Inc., HGM & Associates Inc., Schemmer, Bing aerial



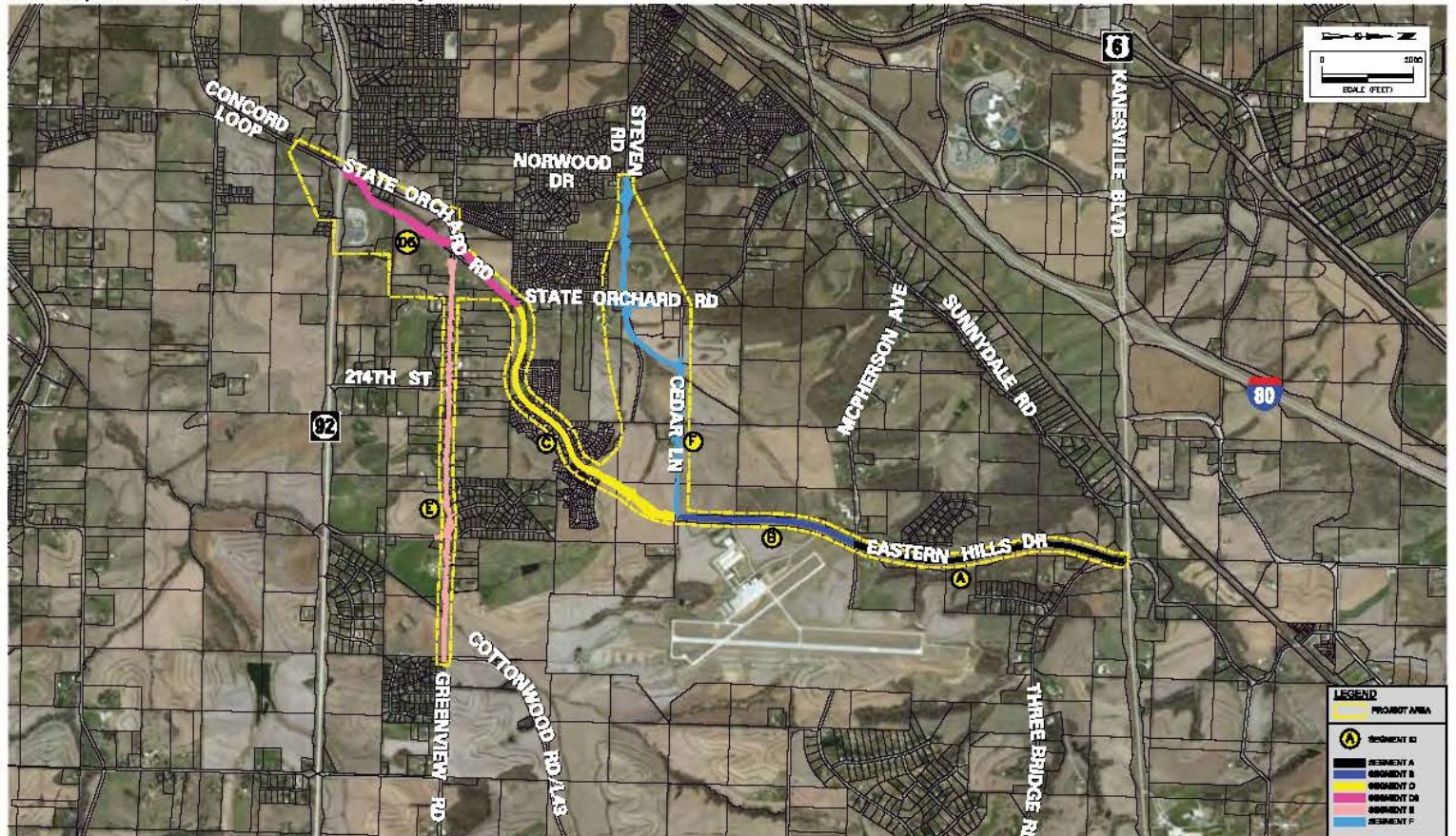
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Engineers and Planners

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ASSOCIATES INC.
SCHEMMER

ALTERNATIVE 2
EASTERN HILLS DRIVE STUDY
COUNCIL BLUFFS, IOWA

FIGURE 4

SOURCE: Snyder & Assoc Inc., HGM & Associates Inc., Schemmer, Bing aerial



ALTERNATIVE 3 (PREFERRED ALIGNMENT)
EASTERN HILLS DRIVE STUDY
COUNCIL BLUFFS, IOWA

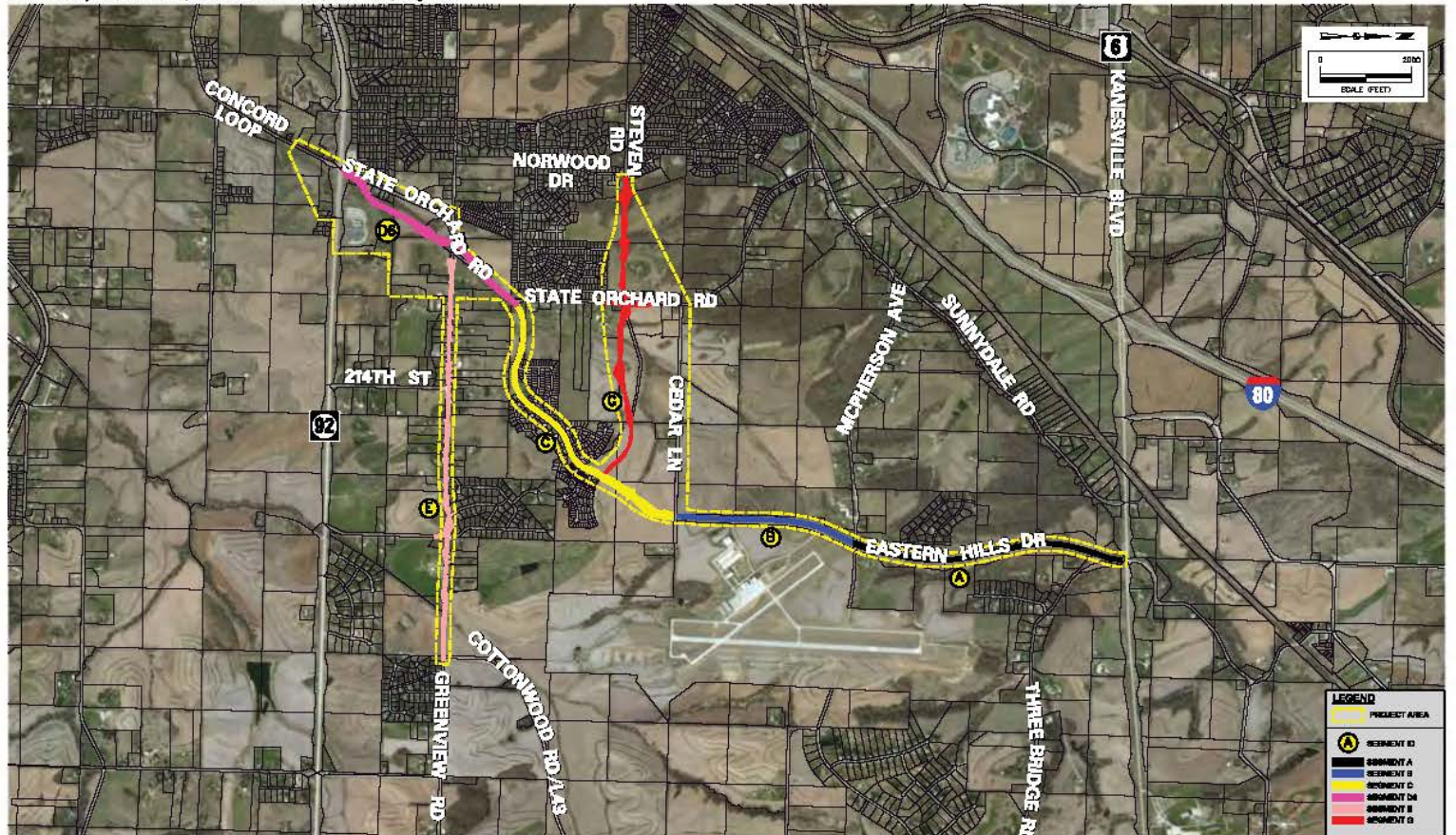


SNYDER & ASSOCIATES
Engineers and Planners

hgm
ASSOCIATES INC.
SCHEMMER

FIGURE 5

SOURCE: Snyder & Assoc Inc., HGM & Associates Inc., Schemmer, Bing aerial



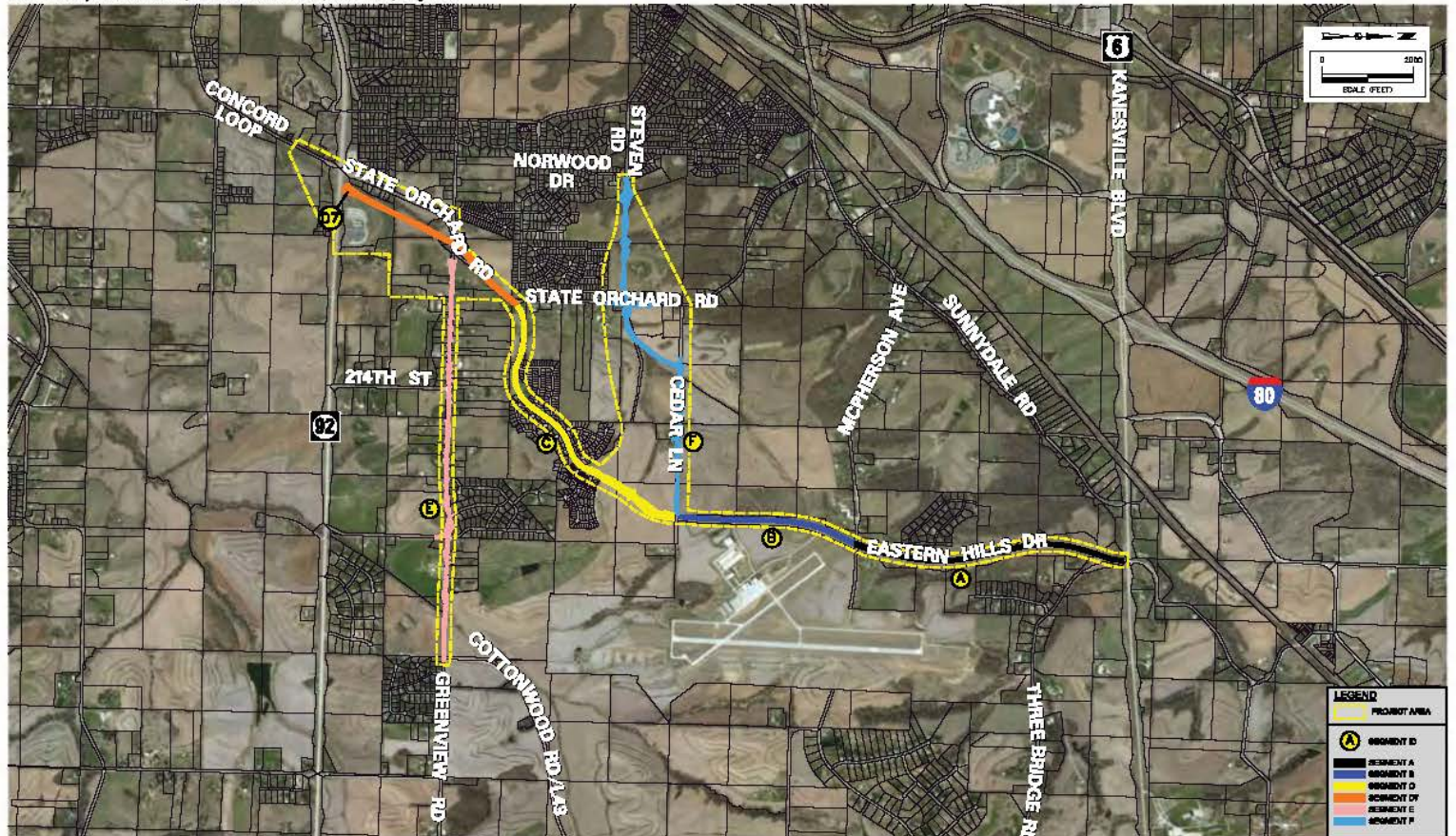
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Engineers and Planners

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ASSOCIATES INC.
SCHEMMER

ALTERNATIVE 4
EASTERN HILLS DRIVE STUDY
COUNCIL BLUFFS, IOWA

FIGURE 6

SOURCE: Snyder & Assoc Inc., HGM & Associates Inc., Schemmer, Bing aerial



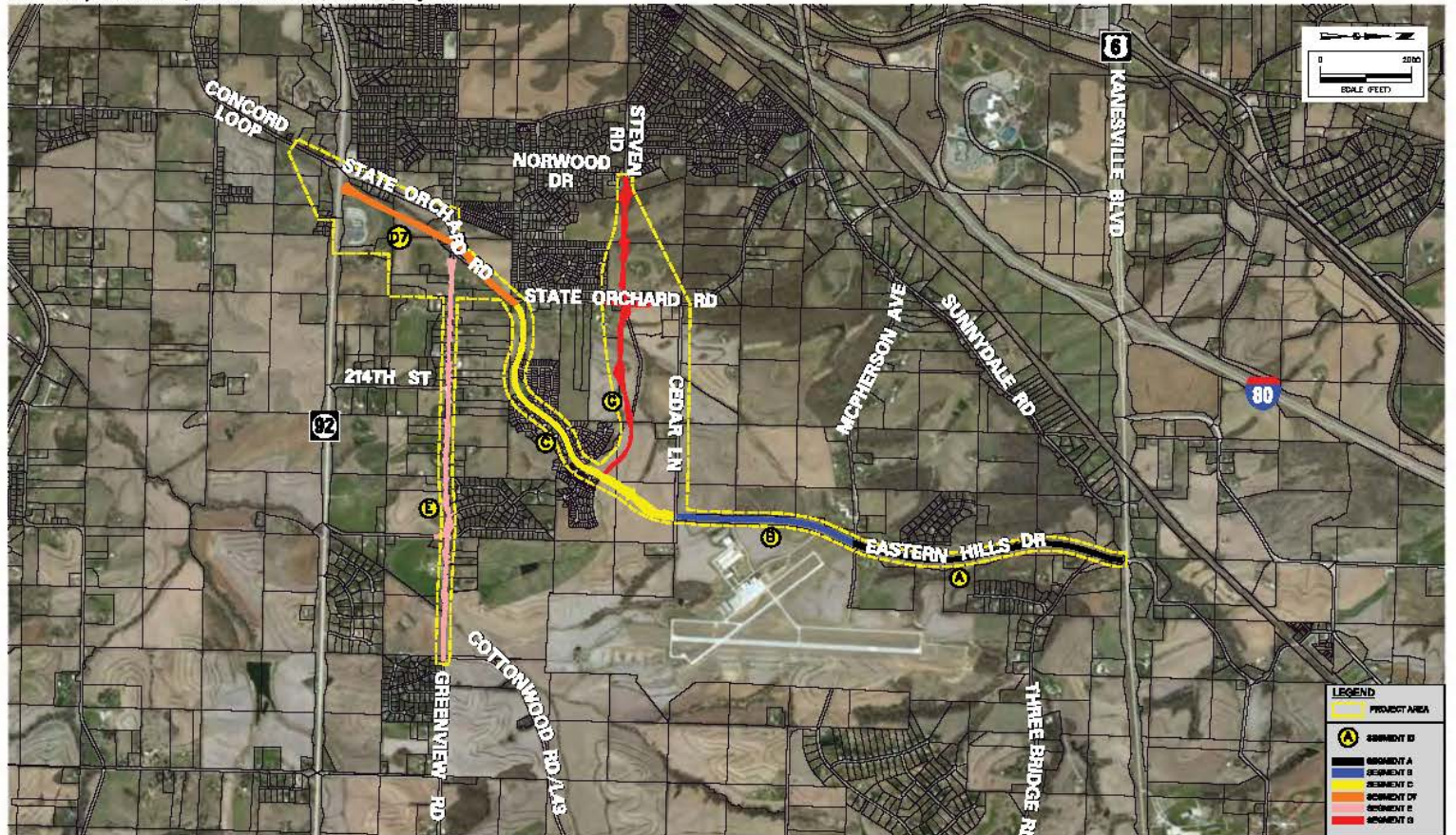
SNYDER & ASSOCIATES
Engineers and Planners

hgm
ASSOCIATES INC.
SCHEMMER

ALTERNATIVE 5
EASTERN HILLS DRIVE STUDY
COUNCIL BLUFFS, IOWA

FIGURE 7

SOURCE: Snyder & Assoc Inc., HGM & Associates Inc., Schemmer, Bing aerial



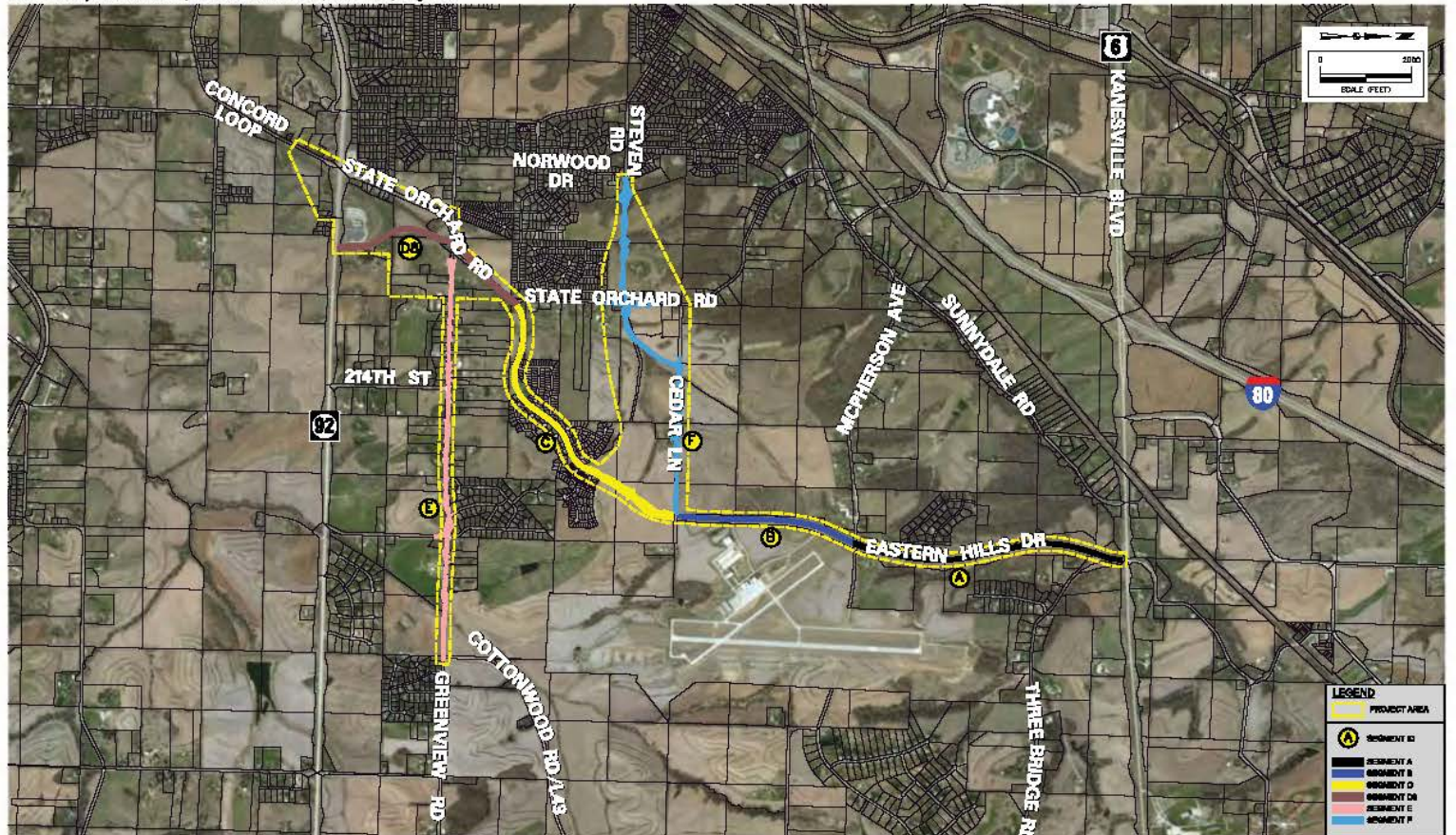
SNYDER & ASSOCIATES
Engineers and Planners

hgm
ASSOCIATES INC.
SCHEMMER

ALTERNATIVE 6
EASTERN HILLS DRIVE STUDY
COUNCIL BLUFFS, IOWA

FIGURE 8

SOURCE: Snyder & Assoc Inc., HGM & Associates Inc., Schemmer, Bing aerial



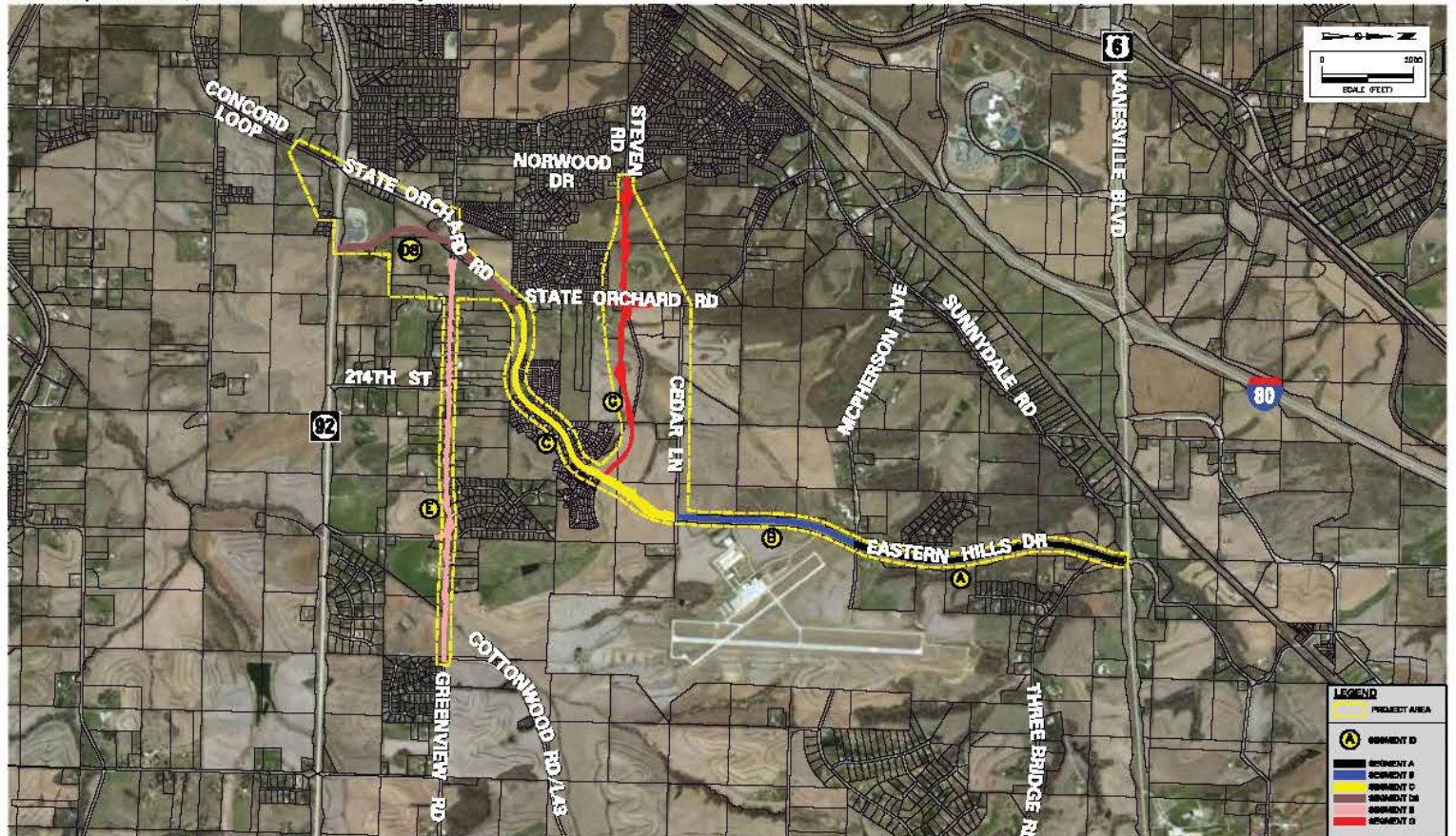
SNYDER & ASSOCIATES
Engineers and Planners

hgm
ASSOCIATES INC.
SCHEMMER

ALTERNATIVE 7
EASTERN HILLS DRIVE STUDY
COUNCIL BLUFFS, IOWA

FIGURE 9

SOURCE: Snyder & Assoc Inc., HGM & Associates Inc., Schemmer, Bing aerial



SNYDER & ASSOCIATES
Engineers and Planners

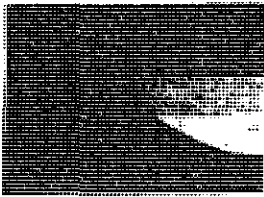
hgm
ASSOCIATES INC.
SCHEMMER

ALTERNATIVE 8
EASTERN HILLS DRIVE STUDY
COUNCIL BLUFFS, IOWA

FIGURE 10

APPENDIX B
**CORRESPONDENCE WITH FEDERAL, STATE,
AND LOCAL AGENCIES**

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OFFICE OF:
COMMUNITY DEVELOPMENT
(712) 328-4629

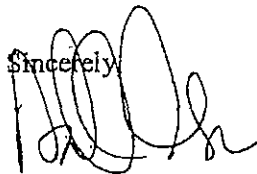
December 21, 2007

Mr. Greg Reeder
Public Works Director
209 Pearl Street
Council Bluffs, IA 51503

RE: Invitation to Become a Participating Agency for Proposed East Beltway Council
Bluffs, Pottawattamie County, Iowa (HDP-1642-(645)—71-78)

Dear Mr. Reeder,

The Community Development Department accepts your invitation to participate in the
preparation of an Environmental Impact Statement related to the proposed East Beltway
project.

Sincerely,


Donald D. Gross, Director
Community Development Department

DDG/REB





CHESTER J. CULVER, GOVERNOR
PATTY JUDGE, LT. GOVERNOR

STATE OF IOWA

DEPARTMENT OF NATURAL RESOURCES
RICHARD A. LEOPOLD, DIRECTOR

December 26, 2007

Mr. Greg Reeder
City of Council Bluffs
Public Works Department
209 Pearl Street
Council Bluffs, IA 51503

Subject: Invitation to Become a Participating Agency for the Proposed East Beltway Council Bluffs, Pottawattamie County, Iowa (HDP-1642-(645)—71-78)

Dear Mr. Reeder:

This responds to your letter of December 20, 2007, requesting agency participation and early coordination. I have reviewed the information provided and have the following comments.

The streams in the project area are designated as Class A1 Primary contact recreational use. These are waters in which recreational or other uses may result in prolonged and direct contact with the water, involving considerable risk of ingesting water in quantities sufficient to pose a health hazard. Such activities would include, but not be limited to, swimming, diving, water skiing, and water contact recreational canoeing. These water bodies are also designated as Class B(WW-1) waters in which temperature, flow and other habitat characteristics are suitable to maintain warm water game fish populations along with a resident aquatic community that includes a variety of native nongame fish and invertebrate species. These waters generally include border rivers, large interior rivers, and the lower segments of medium-size tributary streams. All surface waters in Iowa, including those designated for Class "A", "B", and/or "C" are classified for the following general uses: livestock and wildlife watering, noncontact recreation, crop irrigation, and industrial, agricultural, domestic, and other incidental withdrawal uses.

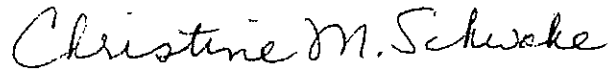
Every effort should be made to avoid impacting any water of the United States (streams and wetlands). This project will most likely need a Section 404 permit from the Corps of Engineers. Many issues will need to be addressed during the permitting process (i.e., Section 4(f), alternatives analysis, floodplains, etc.).

Effective March 10, 2003, any construction activity that bares the soil of an area greater than or equal to 1 acre including clearing, grading or excavation may require a storm water discharge permit from the Department. Construction activities may include the temporary or permanent storage of dredge material. For more information regarding this matter, please contact Ruth Rosdail at 515/281-6782.

The Department administers regulations that pertain to fugitive dust IAW Iowa Administrative Code 567-23.3(2)c. All persons shall take reasonable precautions to prevent the discharge of visible emissions of fugitive dusts beyond the lot line of property during construction, alteration, repairing or demolishing of buildings, bridges or other vertical structures or haul roads. All questions regarding fugitive dust regulations should be addressed to Jim McGraw at 515/242-5167.

Thank you for the opportunity to provide comments on the proposed project and we accept the invitation to become a participating agency. If you have any questions or comments, please write me at the address shown below, or call (515) 281-6615.

Sincerely,

A handwritten signature in cursive script that reads "Christine M. Schwake".

Christine M. Schwake
Environmental Specialist
Water Quality Section

TELEPHONE CONVERSATION RECORD

PROJECT: EAST BELTWAY EIS
HDP-1642-(645)--71-78

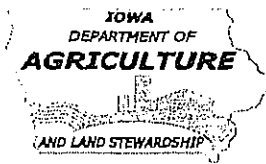
DATE: 12/26/07
TIME: _____

PERSON CALLED: KATHLEEN MINTZ? PERSON CALLING: GREG REEDER
IDNR - LAND & WATER CBPW

TELEPHONE NUMBER: 515-281-3013

CONVERSATION: HER SECTION OF
IDNR IS NOT IMPACTED BY PROJECT
AND IT WILL NOT BE INVOLVED IN
THE EIS PROCESS, OTHER SECTIONS
OF IDNR MAY BE INVOLVED BUT THEY
WOULD CONTACT US.

CC: _____



IOWA DEPARTMENT OF AGRICULTURE AND LAND STEWARDSHIP

Bill Northey, Secretary of Agriculture

December 26, 2007

Greg Reeder, Public Works Director
City of Council Bluffs
209 Pearl Street
Council Bluffs, IA 51503-4270

Dear Mr. Reeder:

This letter is to acknowledge receipt of your December 20, 2007, correspondence relative to proposed plans for the East Beltway between US 6/Eastern Hills and IA 92/State Orchard Road. We have not given this proposal thorough review, but do acknowledge having received materials and being given the opportunity to review and comment if we so choose. This acknowledgment is not an indication of approval on our part.

If you have not already done so, I suggest that a copy of your proposal also be mailed to:

West Pottawattamie SWCD
305 McKenzie Ave., Ste 1
Council Bluffs, IA 51503
712-328-2489

We appreciate the consideration you have given us in this matter.

Sincerely,

A handwritten signature in cursive script that reads "Karey Claghorn".

Karey Claghorn, Acting Director
Division of Soil Conservation
Ph: 515-281-5851



U.S. Department
of Transportation
**Federal Railroad
Administration**

Region VI

DOT Building
901 Locust Street, Suite 464
Kansas City, MO 64106
COUNCIL BLUFFS
PUBLIC WORKS DEPARTMENT

DEC 31 2007

RECEIVED

December 27, 2007

Mr. Greg Reeder
Public Works Director
City of Council Bluffs, Iowa
209 Pearl Street
Council Bluffs, Iowa 51503-4270

Dear Mr. Reeder:

This is in response to your letter dated December 20, 2007, in which your office extended an invitation to the Federal Railroad Administration to participate in a potential transportation improvement project.

In reviewing the information provided in your letter, it has been determined the Federal Railroad Administration has no jurisdiction or authority, with respect to the proposed East Beltway in Council Bluffs, Pottawattamie County, Iowa, under Project No. HDP-1642-(645)-71-78.

Thank you for considering the railroad industry in your preparations, and if you have any future concerns, please contact us.

Sincerely,

Darrell Tisor
Regional Administrator



STATE OF IOWA

CHESTER J. CULVER, GOVERNOR
PATTY JUDGE, LT. GOVERNOR

DEPARTMENT OF NATURAL RESOURCES
RICHARD A. LEOPOLD, DIRECTOR

December 31, 2007

Greg Reeder
City of Council Bluffs
209 Pearl St.
Council Bluffs, IA 51503-4270

RE: Invitation to become a Participating Agency
Proposed East Beltway
Council Bluffs, Pottawattamie County, IA
HDP-1642- (645)—71-78

Dear Mr. Reeder:

Thank you for inviting our comments on the impact of the above referenced project.

The Iowa Department of Natural Resources (Department) declines to be involved in the development of the Environmental Impact Statement at this time.

The Department is available to conduct an Environmental Review for threatened and endangered species which may be impacted by this project. It is the Department's intention to submit comments on this project as part of an Environmental Review rather than as a participant in the EIS development.

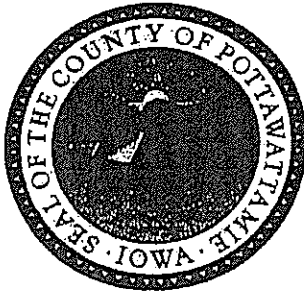
If you have any questions about this letter or require further information, please contact me at (515) 281-8967.

Sincerely,

A handwritten signature in cursive script that reads "Inga Foster".

Inga Foster
Environmental Specialist
Conservation and Recreation Division

FILE COPY: Inga Foster



***Pottawattamie County
Office of Planning and Development***

*223 South 6th Street, Suite 4
Council Bluffs, Iowa 51501-4245
712-328-5792 * Office
712-328-4731 * FAX*

January 2, 2008

Greg Reeder, Public Works Director
City of Council Bluffs
209 Pearl Street
Council Bluffs, IA 51503-4270

Dear Mr. Reeder:

In response to your December 20, 2007 invitation to participate in the EIS for the East Beltway, I am herewith accepting on behalf the Pottawattamie County Office of Planning and Development. Please note that the correct address for our Office is listed above.

Sincerely,

A handwritten signature in cursive script that reads "Kay E. Mocha".

Kay E. Mocha, Director

Kay.mocha@pottcounty.com



U.S. Department of Housing and Urban Development
Des Moines Field Office
Federal Building
210 Walnut Street, Room 239
Des Moines, Iowa 50309-2155

January 9, 2008

Mr. Greg Reeder, Public Works Director
City of Council Bluffs, Iowa
209 Pearl Street
Council Bluffs, IA 51503-4270

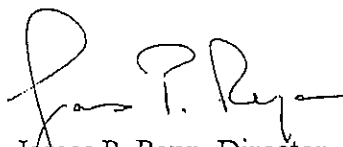
Subject: Invitation to Become a Participating Agency for Proposed East Beltway
Council Bluffs, Pottawattamie County, Iowa (HDP-1642-(645)- -71-78)

Dear Mr. Reeder:

We have received your correspondence about the subject location for Environmental Assessment and we do not contemplate any detrimental effects on any of our projects in the area under review.

Under the SAFETEA-LU Sec. 6002, we decline because we have no jurisdiction or authority with respect to the project.

Sincerely,



James P. Ryan, Director
Des Moines Multifamily
Program Center



U.S. Department
Of Transportation

**Federal Aviation
Administration**

Central Region
Iowa, Kansas
Missouri, Nebraska

901 Locust
Kansas City, Missouri 64106-2325

January 10, 2008

Mr. Greg Reeder
Public Works Director
City of Council Bluffs
209 Pearl Street
Council Bluffs, Iowa 51503-4270

Re: Invitation to Become a Participating Agency for Proposed East Beltway
Council Bluffs, Pottawattamie County, Iowa (HDP-1642-(645)--71-78)

Dear Mr. Reeder:

The Federal Aviation Administration (FAA) reviews other federal agency environmental from the perspective of the FAA's area of responsibility; that is, whether the proposal will have effects on aviation and other FAA responsibilities. We generally do not provide comments from an environmental standpoint. Therefore, we have reviewed the material furnished with the December 20, 2007, transmittal letter, regarding the Invitation to become a Participating Agency in the Environmental Impact Statement (EIS) for the proposed East Beltway in Council Bluffs, Pottawattamie County, Iowa, and we decline the invitation. We have no comments regarding environmental matters.

We do request to be part of the planning process to determine the final location of the proposed East Beltway regarding any potential effects to the Council Bluffs Municipal Airport. As confirmed in a conversation with Mr. Dan Smith, Council Bluffs Municipal Airport Manager, it is our understanding that part of the proposed East Beltway was constructed from U.S. Highway 6 to Cedar Lane. FAA records also show that part of the East Beltway north of Cedar Lane was the subject of a FAA airspace study (numbers 2004-ACE-243, -244-NRA); is shown on the FAA approved Airport Layout Plan (ALP); and, the FAA has released airport property in order for the airport to sell property needed for construction of the East Beltway north of Cedar Lane.

The same planning process that was used for that part of the East Beltway north of Cedar Lane must also be coordinated with the airport and the FAA for the proposed East Beltway south of Cedar Lane as well as the proposed range of improvements shown on the map for Steven Lane. We are most concerned with any potential impacts from Steven Lane traversing airport property located south of Runway 36 in the area of the Runway Protection Zone, where future airport development is shown on the approved ALP, i.e., the Runway 36

approach lighting system. All requests for airspace studies, changes to the ALP, requests for the airport to sell land, and the FAA to release airport property, must be coordinated with the airport and the FAA. If you have any questions regarding airport planning and the ALP, please contact Scott Tener, Airport Planning Engineer, at 816-329-2639.

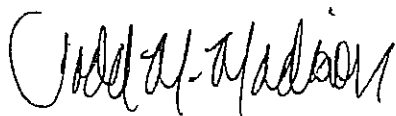
As a reminder, the Council Bluffs Airport Authority must have FAA approval before it can sell property located at the Council Bluffs Municipal Airport, i.e., any right of way needed for the proposed East Beltway located on airport property. Before we can consider a request for release of airport property, the City will need to submit a formal release request and include those items listed on our web site at:

http://www.faa.gov/airports_airtraffic/airports/regional_guidance/central/airport_obligations/release/

If you have any questions regarding the release of airport property, please contact Nicoletta Oliver, Airports Compliance Specialist, at 816-329-2642.

Also, we remind you that you will need to consider whether or not the project will require formal notice and review from an airspace standpoint. The requirements for this notice may be found in Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace. This regulation is contained under Subchapter E, Airspace of Title 14 of the Code of Federal Regulations. We would like to remind you that if any part of the project exceeds notification criteria under FAR Part 77, notice should be filed at least 30 days prior to the proposed construction date. For instructions on how to file and who to contact with any questions, please visit the following web site: <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>

Sincerely,



Todd M. Madison, P.E.
Environmental Specialist

cc: Ms. Nicoletta Oliver, ACE-610C
Mr. Scott Tener, ACE-611C
Mr. Dan Smith, Council Bluffs Airport Manager
Mr. Jerry Searle, Snyder & Associates



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION VII
901 NORTH 5TH STREET
KANSAS CITY, KANSAS 66101

14 JAN 2008

Greg Reeder, Public Works Director
City of Council Bluffs, Iowa
209 Pearl Street
Council Bluffs, IA 51503-4270

Dear Mr. Reeder:

RE: Proposed East Beltway Project, Council Bluffs, Pottawattamie County, Iowa
(HDP-1642-(645)--71-78)

Per the definitions set forth in SAFETEA-LU 6002, the Environmental Protection Agency does accept the role of Participating Agency for the proposed East Beltway Project in Council Bluffs, Pottawattamie County, Iowa (HDP-1642-(645)--71-78).

To assist in evaluating any issues of concern, I referred to EPA Region 7's SiteMapper database for spatial relationships of environmentally regulated facilities and remediation sites. Through this evaluation, no environmental issues were identified that could substantially delay or prevent the project from moving forward (see attached map).

We look forward to working with you on this project. Please keep us informed of upcoming meetings and any other participation opportunities that may arise. Please feel free to contact me at (913) 551-7975 or Johnson.kim-o@epa.gov.

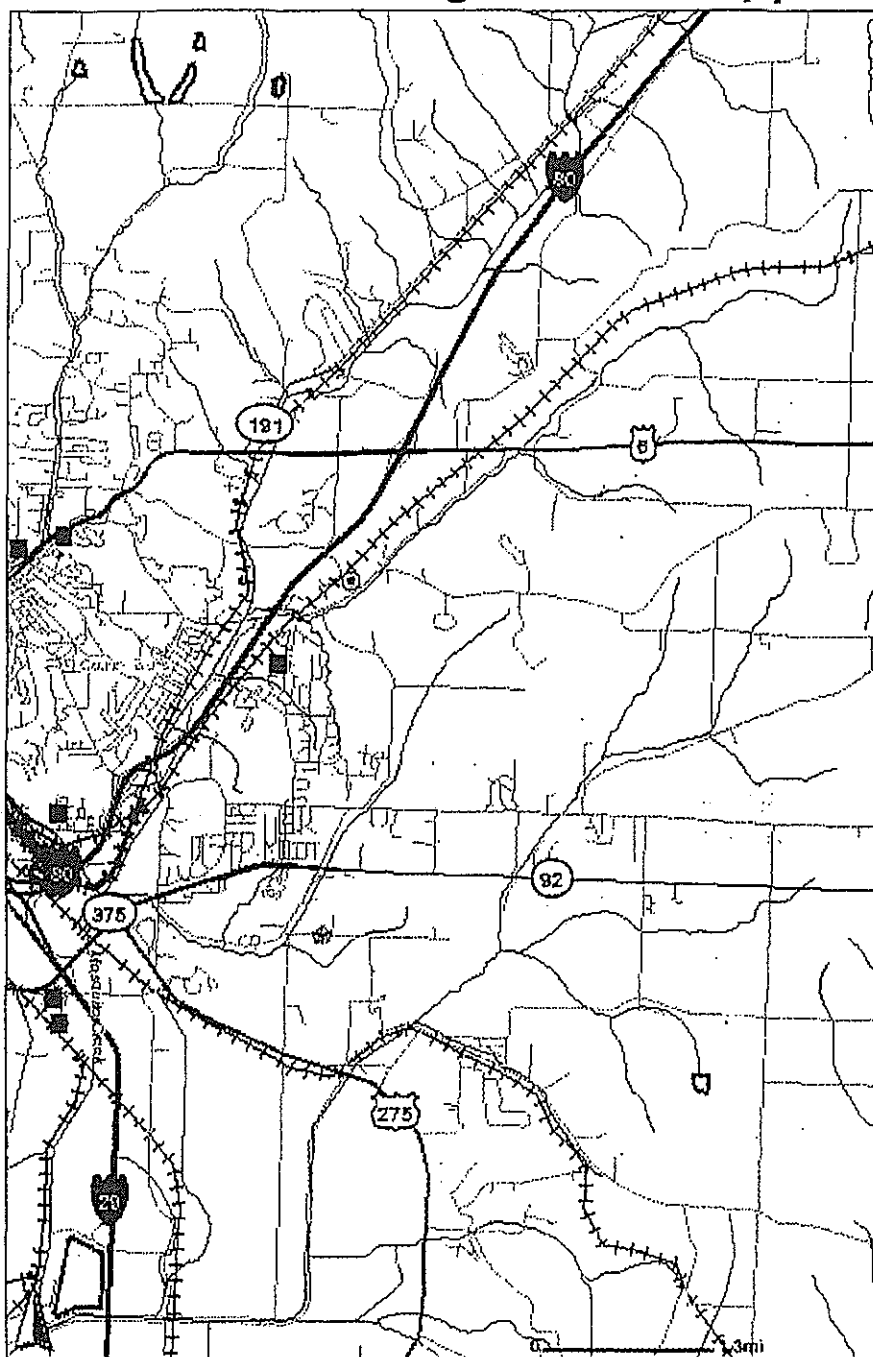
Sincerely,

A handwritten signature in black ink, appearing to read "Kimberly O. Johnson".

Kimberly O. Johnson, P.E.
NEPA Reviewer
Environmental Services Division

Enclosure

Region 7 SiteMapper



NOTE: The Environmental Protection Agency does not guarantee the accuracy, completeness, or timeliness of the information shown, and shall not be liable for any loss or injury resulting from reliance upon the information shown.

"Minorities" is a percentage of minority individuals relative to total population per block group. "Below Poverty" is the percentage of the total block group population with incomes below the poverty level in 1999. Block group geography and demographic data are based on the 2000 Census. This information depicts areas of concern where potential environmental and/or human health problems may disproportionately impact a population.

This information should not be used in comparison to previous EPA Region 7 Environmental Justice maps using 1990 data, as the data parameters have changed. The EPA Region 7 Environmental Justice Program has chosen to adopt the U.S. Census Bureau's parameters for poverty and race/ethnicity status in an effort to show a more accurate picture.



- AFS - Major
- AFS - Minor
- RCRA TSD
- + RCRA LQG
- ⊗ Superfund
- ▲ TRIS
- ⬡ NPDES - Major
- ⬡ NPDES - Minor
- ⊙ PWS Wells
- ⊙ PWS Intakes
- Interstate Highways
- US Highways
- State Highways and County Roads
- Roads
- Railroads
- 303d Streams
- NHD Waterbodies
- 303d Streams

EPA
REGION 7
ENSV Division
 1-15-2008



DEPARTMENT OF THE ARMY
ROCK ISLAND DISTRICT, CORPS OF ENGINEERS
CLOCK TOWER BUILDING - P.O. BOX 2004
ROCK ISLAND, ILLINOIS 61204-2004

REPLY TO
ATTENTION OF

<http://www.mvr.usace.army.mil>

January 15, 2008

Operations Division

SUBJECT: Council Bluffs, Pottawattamie County, Iowa (HDP-1642-(645)-71-78)

Mr. Greg Reeder
City of Council Bluffs
209 Pearl Street
Council Bluffs, Iowa 51503-4270

Dear Mr. Reeder:

The Rock Island District of the U.S. Army Corps of Engineers has reviewed your letter dated December 20, 2007, inviting us to become a cooperating agency and participating agency in the preparation of an environmental impact statement for the proposed East Beltway in Council Bluffs, Iowa.

The Rock Island District declines your invitation to become a cooperating agency but accepts the role of participating agency as described in your December 20, 2007 letter.

The proposed East Beltway is within the Rock Island District's Regulatory boundaries (under Section 404 of the Clean Water Act) but not our Civil Works boundaries. The Omaha District of the U.S. Army Corps of Engineers is responsible for the Corps' Civil Works at the project location so should also be given an opportunity to become a cooperating and/or participating agency. If this opportunity hasn't yet been offered the Omaha District, please contact:

Ms. Candice Gordon
Planning Division
U.S. Army Corps of Engineers, Omaha
106 South 15th Street
Omaha, Nebraska 68102

Should you have any questions, please contact me by letter, or telephone me at 309/794-5379.

Sincerely,

Neal Johnson
Project Manager
Regulatory Branch

neal.j.johnson@
usace.army.mil

Copy Furnished:

Ms. Candice Gordon
Planning Division
U.S. Army Corps of Engineers, Omaha
106 South 15th Street
Omaha, Nebraska 68102

United States Department of Agriculture



Natural Resources Conservation Service
210 Walnut Street, Room 693
Des Moines, IA 50309-2180



January 25, 2008

Mr. Greg Reeder
Public Works Director
City of Council Bluffs, Iowa
209 Pearl Street
Council Bluffs, IA 51503-4279

Dear Mr. Reeder:

We received your invitation to become a participating agency for the proposed East Beltway in Council Bluffs.

The Iowa Natural Resources Conservation Service (NRCS) chooses not to be a participating agency in the development of the EIS. However, we will participate as time and funds allow; please keep us informed as the project progresses.

If you have any questions, please contact Dave Beck, Planning Leader, at 515-284-4135 or david.beck@ia.usda.gov.

Sincerely,

A handwritten signature in cursive script, appearing to read "Al Garner".

Al Garner
Acting State Conservationist

cc: Dale DuVal, District Conservationist, NRCS, Council Bluffs, IA
Jeff Zimprich, Assistant State Conservationist-FO, NRCS, Atlantic, IA
Dave Beck, Planning Leader, NRCS, Des Moines, IA



U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

KANSAS/MISSOURI STATE OFFICE
Gateway Tower II, Room 200
400 State Avenue
Kansas City, KS 66101-2406
HUD Home Page: www.hud.gov



Mr. Greg Reeder
Public Works Director
City of Council Bluffs
209 Pearl St.
Council Bluffs, IA 51503-4270

Dear Mr. Reeder:

This Office acknowledges receipt of your invitation to become a participating agency, dated December 12, 2007, and enclosed Study Area Exhibit Coordination Plan. It has been determined that all public housing and Section 8 properties are located west of Highway 80. Upon review of your document, consultation with our environmental officer and with the Council Bluffs Housing Authority, please be advised that this Office does not intend to submit comments on the proposed highway project Environmental Impact Statement.

Should you have questions regarding the contents of this letter, please call Bill Miller, Facilities Manager at (913) 551-5532.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew Boeddeker".

Andrew Boeddeker
Director
Office of Public Housing



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
106 SOUTH 15TH STREET
OMAHA NE 68102-1618

February 7, 2008

Planning, Programs, and Project Management Division

Mr. Greg Reeder
City of Council Bluffs, Iowa
Public Works Department
209 Pearl Street
Council Bluffs, Iowa 51503-4270

Dear Mr. Reeder:

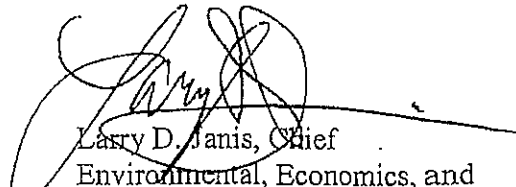
The U.S. Army Corps of Engineers, Omaha District (Corps) has reviewed your letter dated January 25, 2008 inviting the Corps to act as a cooperating agency and/or participating agency for the proposed East Beltway Project. As an agency with relevant statutory jurisdiction and special expertise, the Corps is eager to meaningfully contribute to the planning process. Please acknowledge this response as our acceptance of your invitation.

The Corps declines cooperating agency status, but would like to be considered a participating agency with Federal Highway Administration in the development of the draft Environmental Impact Statement (EIS) and final EIS for the purposes of flood plain management in accordance with Executive Order 11988 and environmental issues for implementing the procedural provisions of the National Environmental Policy Act. We are requesting involvement in the process as reviewers of the draft documents only.

We look forward to offering assistance throughout the planning process and appreciate the opportunity to provide you with helpful input.

If you have any questions, please contact Mr. Dave Crane of my staff at (402) 221-4882.

Sincerely,


Larry D. Janis, Chief
Environmental, Economics, and
Cultural Resources Section
Planning Branch

*david.j.crane @
nsace.army.mil*



DEPARTMENT OF THE ARMY
ROCK ISLAND DISTRICT, CORPS OF ENGINEERS
CLOCK TOWER BUILDING - P.O. BOX 2004
ROCK ISLAND, ILLINOIS 61204-2004

REPLY TO
ATTENTION OF

<http://www.mvr.usace.army.mil>

March 19, 2008

*Agencies
Responses*

Operations Division

SUBJECT: East Beltway Environmental Impact Statement Agency Scoping Meeting
Comment Sheet April 9, 2008

Mr. Greg Reeder
City of Council Bluffs
209 Pearl Street
Council Bluffs, Iowa 51503

Mr. Reeder:

Based on the information included in your letter dated March 12, 2008, the East Beltway project, as proposed, appears to require authorization under Section 404 of the Clean Water Act. Additional details of the project are required before we can make a final determination. A complete application should be submitted as soon as possible. The application should include wetland delineations, details of impacts to wetlands and other waters of the United States, and types and relative functions of any wetlands to be impacted.

We concur with the "Preliminary Purpose and Need Statement" included in the March 12, 2008 letter.

Prior to completing the permit review process and in compliance with the Clean Water Act Section 404(b)(1) guidelines, we may also require sequential mitigation involving an alternatives analysis, minimization of impacts, and compensatory mitigation for any unavoidable impacts. The alternatives analysis must demonstrate how impacts to wetlands will be avoided by selection of the least environmentally damaging practicable alternative.

Thanks for this opportunity for early comment. Should you have questions pertaining to the permit process, please contact me at the above address, or telephone me at 309/794-5379.

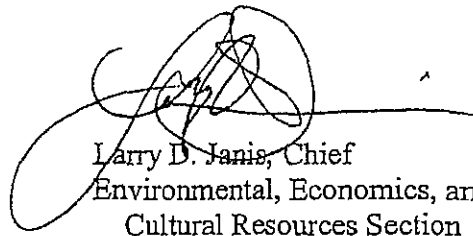
Sincerely,

Neal Johnson
Project Manager
Regulatory Branch

U.S. Army Corps of Engineers
Rock Island District
Attention: Regulatory Branch
P.O. Box 2004
Clock Tower Building
Rock Island, Illinois 61204-2004

If you have any questions, please contact Mr. Dave Crane of my staff at (402) 995-2676.

Sincerely,

A handwritten signature in black ink, appearing to read "Larry D. Janis", is written over a horizontal line. The signature is stylized with loops and a large circular flourish on the left side.

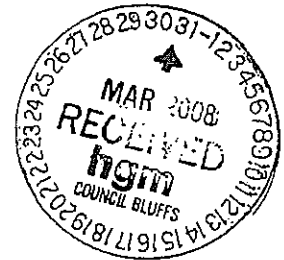
Larry D. Janis, Chief
Environmental, Economics, and
Cultural Resources Section
Planning Branch



DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
106 SOUTH 15TH STREET
OMAHA, NE 68102-1618

REPLY TO
ATTENTION OF

March 27, 2008



Planning, Programs, and Project Management Division

Mr. Greg Reeder
City of Council Bluffs
209 Pearl Street
Council Bluffs, Iowa 51502-4270

Dear Mr. Reeder:

The U.S. Army Corps of Engineers, Omaha District (Corps) has reviewed your letter dated March 12, 2008 containing the East Beltway environmental scoping meeting material. We will not be sending any representatives to the upcoming agency scoping meeting, so please accept this response as our comments on the recently provided material. The Corps offers the following comments:

It should be ensured that the proposed project is in compliance with flood plain management criteria of Pottawattamie County and the State of Iowa. As a minimum, the design should ensure that the 100-year flood water surface elevation of any stream affected that has a designated floodway, is not increased relative to pre-project conditions. If a designated floodway has not been identified then the design should ensure that the 100-year floodwater surface elevation is not increased by more than 1 foot relative to pre-project conditions. It is desirable, however, that water surface elevations either remain the same or decrease as a result of this project.

The wetland identification techniques detailed in your Proposed Methodologies sound thorough and appropriate. As many previous wetland delineation reports can be outdated, it is important that you stick to the soils testing and vegetation surveying methods you mention and ensure that the sites are indeed not wetlands, or otherwise take the proper precautionary/mitigative measures.

Your plans should be coordinated with the U.S. Environmental Protection Agency, which is currently involved in a program to protect ground water resources. It will be necessary that you consult with the U.S. Fish and Wildlife Service and the Iowa Department of Natural Resources regarding fish and wildlife resources. In addition, the Iowa State Historic Preservation Office should be contacted for information and recommendations on potential cultural resources in the project area.

If construction activities involve any work in waters of the United States, a Section 404 permit may be required. For a detailed review of permit requirements, preliminary and final project plans should be sent to:



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 7
901 NORTH 5TH STREET
KANSAS CITY, KANSAS 66101

24 APR 2008



Greg Reeder, P.E.
Director of Public Works and City Engineer
City of Council Bluffs
209 Pearl Street
Council Bluffs, IA 51503-4270

Dear Mr. Reeder:

RE: Environmental Scoping for the East Beltway Project, Council Bluffs, Iowa
Project Number – HDP-1642-(645)--71-78

This letter is in response to your request for comments regarding the proposed East Beltway project in Council Bluffs, Iowa. Thank you for including the U.S. Environmental Protection Agency in your scoping process for this Environmental Impact Statement.

In reviewing the proposed project, it appears that the proposed roadway and associated development in the project area will impact aquatic resources and water quality. Therefore, EPA recommends minimizing these potential impacts to the greatest extent possible.

EPA recommends relocating the proposed roadway segment B-C to avoid crossing or encroaching on Little Pony Creek on the southwest side of the airport. This avoidance will reduce stream and water quality impacts. We also recommend considering the use of green infrastructure in your design to encourage storm water infiltration rather than runoff. More information is available at the following website:

<http://cfpub.epa.gov/npdes/greeninfrastructure/information.cfm#greenpolicy>

We appreciate the opportunity to provide comments regarding this project and your scoping process. If you have any questions or concerns, please contact me at (913) 551-7975.

Sincerely,

Kimberly O. Johnson, P.E.
NEPA Reviewer
Environmental Services Division





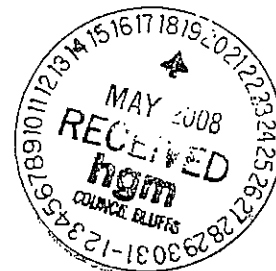
DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
106 SOUTH 15TH STREET
OMAHA NE 68102-1618

REPLY TO
ATTENTION OF

May 13, 2008

Planning, Programs, and Project Management Division

Mr. Greg Reeder
City of Council Bluffs
209 Pearl Street
Council Bluffs, Iowa 51502-4270



Dear Mr. Reeder:

The U.S. Army Corps of Engineers, Omaha District (Corps) has reviewed the new map and minutes from the last agency scoping meeting associated with the Eastern Hills Drive Environmental Impact Statement. The Corps offers the following comments:

The City of Council Bluffs, Iowa participates in the National Flood Insurance Program. According to the Flood Insurance Rate Map (FIRM), the proposed location for the project is located outside of the 100-year flood plain. The FIRM is community-panel number 19155C0420E, dated February 4, 2005. The possibility may exist, however, for a flood hazard that could result from heavy rainfall in the immediate area, which would produce runoff in excess of storm sewer and local drainageway capacities. Flooding which results from this phenomenon is usually quite localized and shallow. Detailed definitions of this hazard would require a site-specific investigation.

It should be ensured that the proposed project is in compliance with flood plain management criteria of Pottawattamie County and the State of Iowa. As a minimum, the design should ensure that the 100-year flood water surface elevation of any stream affected that has a designated floodway, is not increased relative to pre-project conditions. If a designated floodway has not been identified then the design should ensure that the 100-year floodwater surface elevation is not increased by more than one-foot relative to pre-project conditions. It is desirable, however, that water surface elevations either remain the same or decrease as a result of this project.

Your plans should be coordinated with the U.S. Environmental Protection Agency, which is currently involved in a program to protect ground water resources. It will be necessary that you consult with the U.S. Fish and Wildlife Service and the Iowa Department of Natural Resources regarding fish and wildlife resources. In addition, the Iowa State Historic Preservation Office should be contacted for information and recommendations on potential cultural resources in the project area.

If construction activities involve any work in waters of the United States, a Section 404 permit may be required. For a detailed review of permit requirements, preliminary and final project plans should be sent to:

U.S. Army Corps of Engineers
Rock Island District
Attention: Regulatory Branch
P.O. Box 2004
Clock Tower Building
Rock Island, Illinois 61204-2004

If you have any questions, please contact Mr. Dave Crane of my staff at (402) 995-2676.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric A. Laux". The signature is fluid and cursive, with the first name "Eric" and last name "Laux" being the most prominent parts.

Eric A. Laux, Chief
Environmental, Economics, and
Cultural Resources Section
Planning Branch

MAY 18 2011



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1035 Fax 515-239-1726

May 17, 2011

Mr. Douglas W. Jones
Review and Compliance
Bureau of Historic Preservation
State Historical Society of Iowa
600 East Locust
Des Moines, IA 50319-0290

Ref. No: HDP-1642(645)--71-78
City of Council Bluffs
Pottawattamie County
TH07-365-7 & TH07-365-8

R&C: 071278075

Dear Doug:

**RE: Two Phase I Archaeological Investigations for the Eastern Hills Drive Project:
Eastern Hills Drive Corridor and Steven Lane Extension**

Enclosed for your review and comment are two phase I archaeological investigations for two sections of the above referenced federally funded project. This project proposes to construct the remaining segments along Eastern Hills Drive from State Orchard Road to Iowa 92, construct an extension of Steven Lane from the existing limits of Steven Lane to the anticipated Eastern Hills Drive, and to improve a segment of the existing Greenview Road. Also enclosed is a separate map illustrating the study area and designated Area of Potential Effect (APE) for the entire Eastern Hills Drive project.

The archaeological investigation of the Eastern Hills Drive corridor with State Orchard Road consisted of an archival records search and field investigation. The field investigation included a pedestrian survey, 16 soil cores, 109 auger tests, and 56 shovel tests. The investigation surveyed a total of 180 acres (73 ha).

One previously unrecorded site was identified within the Eastern Hills Drive corridor study area. Site 13PW336 was recorded as a historic farm/residence site, and was not recommended eligible for the National Register of Historic Places. As a result of this investigation, no further archaeological work is recommended for the Eastern Hills Drive corridor.

The Wallin parcel, an area previously unsurveyed within the Greenview Road corridor, was also surveyed during this Eastern Hills Drive corridor investigation. No archaeological sites were identified within this parcel. As such, no further work is recommended for the Greenview Road corridor.

The archaeological investigation of the Steven Lane extension consisted of an archival records search and field investigation. The field investigation included a pedestrian survey, one soil core, 35 auger tests and 112 shovel tests. The investigation surveyed a total of 227 acres (92 ha).

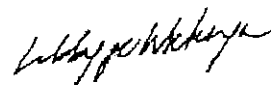
Two previously recorded archaeological sites were reexamined during the Steven Lane extension investigation. Site 13PW208 was recorded as a prehistoric scatter and historic farm/residence scatter site. Site 13PW209 was recorded as a historic farm/residence site. Neither site was recommended eligible for the National Register of Historic Places.

HDP-1642(645)--71-78 [1]

One previously unrecorded site was identified within the Steven Lane extension study area. Site 13PW340 was recorded as a historic scatter site. This site was not recommended eligible for the National Register of Historic Places. As a result of this investigation, no further archaeological work is recommended for the Steven Lane extension.

Based on your previous concurrence of the phase I investigation for the Greenview Road corridor, (dated 12/30/2008) and review of the current Phase I investigations for the Eastern Hills Drive corridor and Steven Lane extension, the determination for the entire Eastern Hills Drive project is **No Historic Properties Affected**. If you concur, please sign the concurrence line below, add your comments, and return this letter. If you have any questions, please contact me.

Sincerely,




Libby Wielenga
Office of Location and Environment
Libby.Wielenga@dot.iowa.gov

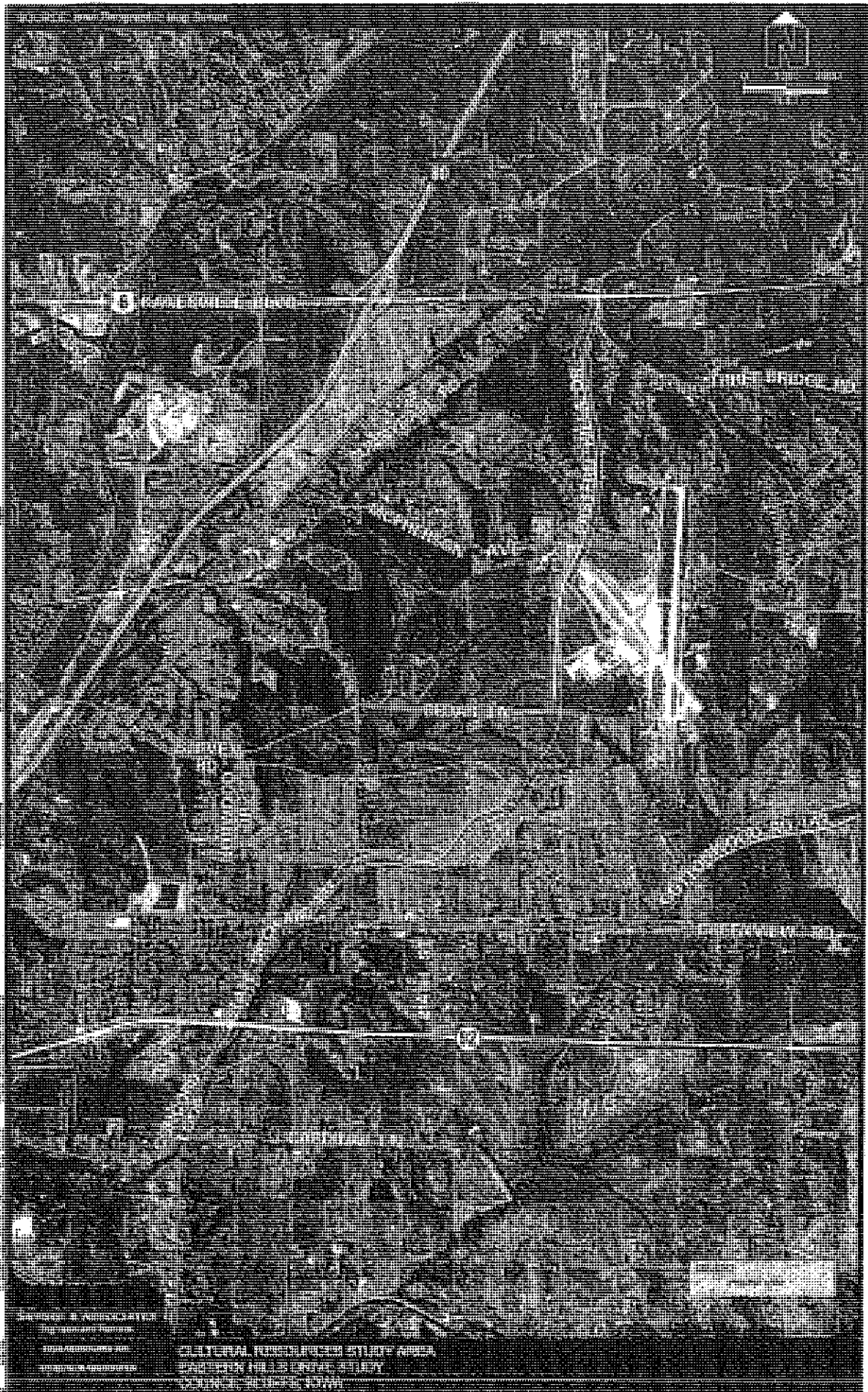
LJCW

Enclosure

cc: Greg Reeder, City of Council Bluffs
John Rasmussen, Pottawattamie County Engineer
Vince Ehlert, District 4 Local Systems Engineer
DeeAnn Newell, NEPA / OLE
Jeff Walters, Snyder & Associates
Leah Rogers, Tallgrass Historians L.C.

Concur:  Date: 5/24/2011
SHPO Archaeologist

Comments:





DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
1616 CAPITOL AVENUE
OMAHA NE 68102-4901

REPLY TO
ATTENTION OF

July 09, 2008



Planning, Programs, and Project Management Division

Mr. Greg Reeder
City of Council Bluffs, Public Works Department
209 Pearl Street
Council Bluffs, Iowa 51503

Dear Mr. Reeder,

The U.S. Army Corps of Engineers, Omaha District (Corps) has reviewed your letter dated July 3, 2008 regarding the upcoming Eastern Hills Drive EIS environmental scoping meeting in Ankeny, Iowa. We will not be sending representatives from our office to the upcoming meeting nor will we participate via teleconferencing. In addition, the Corps has no comments at this time regarding the proposed project; however, we maintain that if construction activities involve any work in waters of the United States, a Section 404 permit may be required. For a detailed review of permit requirements, preliminary and final project plans should be sent to:

U.S. Army Corps of Engineers
Rock Island District
Attention: Regulatory Branch
P.O. Box 2004
Clock Tower Building
Rock Island, Illinois 61204-2004

In addition, please update your records with our current mailing address:

U.S. Army Corps of Engineers, Omaha District
Planning Division
Attention: CENWO-PM-AE
1616 Capitol Ave.
Omaha, Nebraska 68102-4901

If you have any questions, please contact Mr. Dave Crane of my staff at (402) 995-2676.

Sincerely,

for Eric A. Laux, Chief
Environmental, Economics, and
Cultural Resources Section
Planning Branch



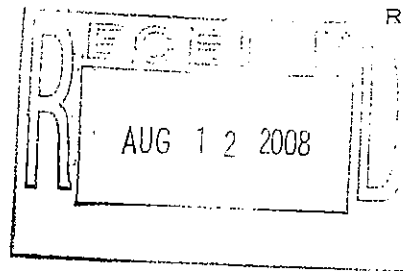
STATE OF IOWA

CHESTER J. CULVER, GOVERNOR
PATTY JUDGE, LT. GOVERNOR

DEPARTMENT OF NATURAL RESOURCES
RICHARD A. LEOPOLD, DIRECTOR

August 5, 2008

Mr. Greg Reeder
City of Council Bluffs
Public Works Department
209 Pearl Street
Council Bluffs, IA 51503



Subject: Eastern Hills Drive, Council Bluffs, Pottawattamie County, Iowa (HDP-1642-
(645)—71-78)

Dear Mr. Reeder:

During the agency scoping meeting this afternoon the subject of the Loess Hills was mentioned. Due to the uniqueness of this area and potential for state-listed threatened and endangered species living within the Loess Hills, the Iowa Department of Natural Resources (IDNR) is requesting that the Loess Hills not be used for borrow material. The IDNR is requesting that as soon as borrow site(s) are determined for this project, you should contact the IDNR for a Natural Resource review to be completed for the borrow site(s).

Natural Resource reviews consist of a record of review for protected species (state and federal listed endangered or threatened), rare natural communities, state lands and waters in the project area, and include review by personnel representing state parks, preserves, recreation areas, fisheries and wildlife. Natural Resource review does not constitute a permit and before proceeding with a construction project you may need to obtain permits from the DNR or other state or federal agencies.

In order to process and complete a Natural Resource review and to diminish the delay in receiving a review, please provide the following information:

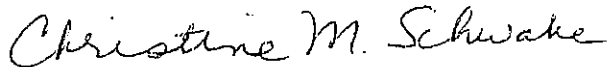
- Within the letter please state the Township number, Range number and direction (east or west), Section and Fractional Section (such as the "NE 1/4") of the area to be reviewed (i.e., the location of all borrows).
- Describe the current land use (i.e., cropland, pasture, urban, timber, etc....)
- Send an 8 1/2" x 11" aerial photo (NRCS or FSA photo) or an 8 1/2" x 11" photocopy of a USGS 7.5 minute topographic map with the area to be reviewed outlined.
- If you have the borrow site(s) on GIS, please send us a diskette with your project saved as an ArcView 3.2 shape file or compatible file. The projection should be in UTM coordinates, Zone 15, NAD83.
- If possible, please send any current pictures of the area.

By providing us this information you will save time and phone conversations with us trying to get the information. We want to provide you with the review service you require in a timely manner. If you have any questions about environmental review please contact Ms. Inga Foster at 515/281-8967.

Mail Natural Resource Environmental Review Requests to:
Conservation and Recreation Division
Iowa Department of Natural Resources
Wallace State Office Building
502 E. 9th
Des Moines, IA 50319-0034

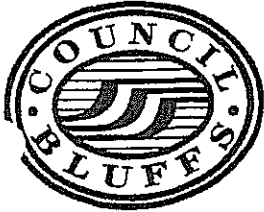
Thank you for the opportunity to take part of the scoping meeting and provide comments on the Eastern Hills Drive project. If you have any questions or comments, please write me at the address shown below, or call (515) 281-6615.

Sincerely,



Christine M. Schwake
Environmental Specialist
Water Quality Section

C: ✓ Mr. Charles Lessmann, Snyder & Associates, Inc., 2727 SW Snyder Blvd., Ankeny, IA
50023



OFFICE OF:
PUBLIC WORKS DEPARTMENT
ADMINISTRATION AND ENGINEERING
(712) 328-4634

December 5, 2008

Re: Eastern Hills Drive Environmental Impact Statement: Council Bluffs, Iowa
NEPA/404 Merge Meeting Concurrence Points 1 and 2 Packet

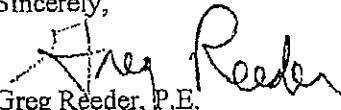
To All Agency Contacts:

The joint-lead agencies have suggested the NEPA/404 Merge Meeting for Concurrence Points 1 and 2 be conducted by mail so that the process may be more convenient with everyone's schedules for the holiday season. Enclosed is an Iowa DOT/FHWA-reviewed concurrence point packet for Concurrence Points 1 and 2, including the following:

- A project description
- A comment form (includes a self-addressed stamped envelope)
- A project map depicting the Range of Alternatives, including one new alternative suggested by Public Comment
- The draft Purpose and Need Statement
- The draft description of each alternative

Please provide written concurrence on Concurrence Points 1 and 2 (i.e., the Purpose and Need Statement, and the Range of Alternatives) by January 26, 2009 using the enclosed reference information, and return the comment form in the self-addressed stamped envelope to the City of Council Bluffs. If a meeting is more preferable to your agency, please contact me at the following number: (712) 328-4634.

Sincerely,


Greg Reeder, P.E.
Director of Public Works
City of Council Bluffs, Iowa

c: Terry Smith, P.E., HGM Associates Inc.
Randy Hyler, Iowa Department of Transportation, OLE
Andy Wilson, FHWA
Charles Lessmann, Snyder and Associates, Inc.

Enclosures

g:\workdata\15806 east belway\correspondence\081205 gr concurrence ltr (mdh).docx



DEC 29 2008



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1795

FAX 515-239-1726

December 23, 2008

Ref No HDP-1642(645)—71-78

City of Council Bluffs

Pottawattamie County

Local

Doug Jones
Review and Compliance
Bureau of Historic Preservation
State Historical Society of Iowa
600 East Locust
Des Moines, IA 50319

R&C# 071278075

Dear Doug:

RE: Eastern Hills Drive Study Corridor – Council Bluffs

Enclosed for your information are two Phase 1A archaeological reports and one Phase 1 archaeological report for the above mentioned project. The project proposes to construct segments of Eastern Hills Dr. The report titled Eastern Hills Drive Study Corridor runs from State Orchard Rd to south of IA 92 and 214th St between Greenview Rd and IA 92. The second Phase 1A report titled Eastern Hills Drive Study Corridor - Steven Lane Extension which extends existing Steven Lane to the proposed segment Eastern Hills Dr. The Phase 1 report investigated Greenview Rd from Cottonwood Rd to west of Concord Loop State Rd.

The areas of potential effect for both Phase 1A studies are expanded corridors that have no preferred alignments identified. These planning tool studies involved background research, and analysis with recommendations of Phase 1 investigations. The study areas are approximately 350 acres and 227 acres. The pedestrian visual survey for the Stevens Lane extension identified three sites; two of which will need additional Phase 1 investigation if affected.

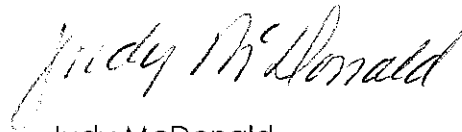
Greenview Rd is a collector route that will connect to the proposed Eastern Hills Dr. No sites were identified within the area of potential affect; however, permission to investigate the Wallin property was not given. If the Wallin property should be affected by additional right of way needs, an additional Phase 1 survey is recommended.

Improvement areas along the existing Eastern Hills Dr between IA 6 and States Orchard Rd that require additional easement or right of way will need Phase 1 survey prior to acquisition.

Doug Jones
12/24/2008
Eastern Hills Dr. 214th St, Steven Lane Ext and Greenview Rd

It is recommended that a Phase 1 archaeological survey be conducted for the preferred alignments. A determination of affect for the Eastern Hills Dr , 214th St and Stevens Lane Extension will be made after more information is available. The determination of affect for the Greenview Rd is No Historic Properties Affected with the condition that the Wallin property will be surveyed if affected. If you have any questions, please do not hesitate to contact me.

Sincerely,

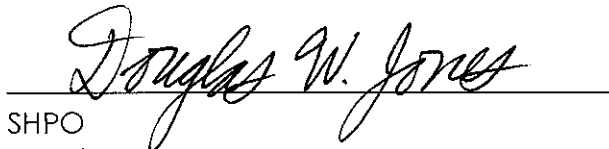


Judy McDonald
Office of Location & Environment
Judy.Mcdonald@DOT.iowa.gov

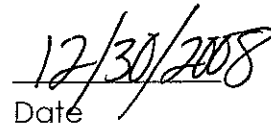
JM
Enclosure

cc: DeeAnn Newell, OLE
Randy Hyler, OLE
Terry Smith, HGM Associates, Inc.
Leah Rogers, Tallgrass

Concur: - Conditional No Historic Properties Affect for Greenview Rd
No determination for Eastern Hills Dr, 214th St and Steven Lane Ext...


SHPO

Comments:


Date

JUN 23 2009



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1035 Fax 515-239-1726

June 18, 2009

Mr. Ralph Christian
Review and Compliance
Bureau of Historic Preservation
State Historical Society of Iowa
600 East Locust
Des Moines, IA 50319-0290

Ref. No: HDP-1642(645)-7I-78
City of Council Bluffs
Pottawattamie County
Local Systems

R&C: 071278075

Dear Ralph:

RE: Three Architectural/Historical Surveys for the Eastern Hills Drive Project

Enclosed for your review and comment are two Intensive Level Historical/Architectural Surveys and one Reconnaissance Level Architectural Survey for the above mentioned project. This project proposes to construct the remaining segments along Eastern Hills Drive from State Orchard Road to IA 92, construct an extension of Steven Lane to the anticipated Eastern Hills Drive, and improve a segment of existing Greenview Road.

The reconnaissance level survey examined an area from State Orchard Road to IA 92, and within a separate corridor along 214th Street. The majority of homes within this project area were determined modern. One house, located at 20355 Concord Loop, was noted as potentially eligible under Criterion C and possibly Criterion A. A farmstead, located at 15380 214th Street, was noted in the report as a precaution for potential eligibility. If the preferred alignment for this section of the project should affect either home, further investigation is needed to determine eligibility.

One of the intensive level surveys examined 26 resources along the proposed West Steven Lane extension. Of those resources, one property was determined eligible for the National Register of Historic Places. The historic farmstead located at 16441 State Orchard Road (78-02018, 78-02019, 78-02020) is considered locally significant under Criterion A and Criterion C. Avoidance is recommended when determining the preferred alignment.

The second intensive level survey examined 52 resources along approximately two miles of Greenview Road. The majority of properties evaluated were modern residences. None of the properties evaluated retained the necessary significance and integrity to be eligible for the National Register of Historic Places.

A determination of effect will be made for the Eastern Hills Drive project area between State Orchard Road and IA 92, and the Steven Lane extension project area after more information regarding the alignments is available. Based on the results of the Greenview Road survey, that project area will not affect historic resources. A future correspondence will include the overall project determination for your review and comment. If you concur with the findings of these three architectural/historical reports, please sign the concurrence line below, add your comments, and return this letter. If you have any questions, please contact me.

Sincerely,

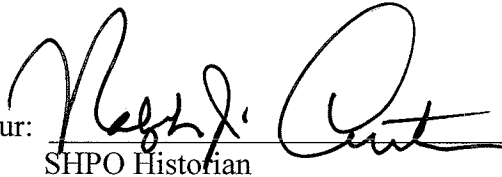


Libby JC Wielenga
Office of Location and Environment
Libby.Wielenga@dot.iowa.gov

LJCW

cc: Vince Ehlert, Local Systems Engineer
John Rasmussen, Pottawattamie County Engineer
DeeAnn Newell, NEPA / OLE
Randy Hyler, NEPA / OLE
Charlie Lessman, Snyder & Associates
Jan Olive Nash, Tallgrass Historians L.C.

Concur:


SHPO Historian

Date:

6/29/09

Comments:

MAY 18 2011



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1035 Fax 515-239-1726

May 17, 2011

Mr. Ralph Christian
Review and Compliance
Bureau of Historic Preservation
State Historical Society of Iowa
600 East Locust
Des Moines, IA 50319-0290

Ref. No: HDP-1642(645)--71-78
City of Council Bluffs
Pottawattamie County
TH07-365-9

R&C: 071278075

Dear Ralph:

**RE: Intensive Level Architectural / Historical Survey for the Eastern Hills Drive
Project – Eastern Hills Drive Corridor with State Orchard Road**

Enclosed for your review and comment is the intensive level architectural / historical survey for one segment of the above referenced federally funded project. This project proposes to construct the remaining segments along Eastern Hills Drive from State Orchard Road to Iowa 92, construct an extension of Steven Lane from the existing limits of Steven Lane to the anticipated Eastern Hills Drive, and to improve a segment of the existing Greenview Road. Also enclosed is a separate map illustrating the study area and designated Area of Potential Effect (APE) for the entire Eastern Hills Drive project.

This investigation of the Eastern Hills Drive corridor with State Orchard Road examined 30 previously unsurveyed properties within the study corridor. A total of 10 properties were over 50 years old; none were determined eligible for the National Register of Historic Places. As a result of this survey, no further architectural / historical work is recommended for the Eastern Hills Drive corridor.

Based on your previous concurrence of the intensive level historical / architectural surveys for the Steven Lane extension and the Greenview Road corridor (dated 6/29/2009), and review of the current intensive level architectural / historical survey for the Eastern Hills Drive corridor, the determination for the entire Eastern Hills Drive project is **No Historic Properties Affected**. If you concur, please sign the concurrence line below, add your comments, and return this letter. If you have any questions, please contact me.

Sincerely,

Libby Wielenga
Office of Location and Environment
Libby.Wielenga@dot.iowa.gov

LJCW

Enclosure

cc: Greg Reeder, City of Council Bluffs
John Rasmussen, Pottawattamie County Engineer
Vince Ehlert, District 4 Local Systems Engineer
DeeAnn Newell, NEPA / OLE
Jeff Walters, Snyder & Associates
Jan Olive Full, Tallgrass Historians L.C.

Concur:

SHPO Historian

Date:

Comments:



Iowa Department of Transportation TRIBAL NOTIFICATION

Form 536002
08-05

Date June 22, 2011 IA DOT contact Libby Wielenga
IA DOT project # HDP-1642(645)--71-78 Phone # IA DOT - 515-239-1035 FHWA - 515-233-7300
Location Pottawattamie County E-mail Libby.Wielenga@dot.iowa.gov
Description This project proposes to construct the remaining segments along Eastern Hills Drive from State Orchard Road to Iowa 92, construct an extension of Steven Lane from the existing limits of Steven Lane to the anticipated Eastern Hills Drive, and to improve a segment of the existing Greenview Road.

Type of Project (see map)

VERY SMALL - Disturb less than 12-inch depth (*plow zone*)
SMALL - Grading on existing road, shouldering, ditching, etc.
SMALL - Bridge or culvert replacement

X LARGE - Improve existing road from 2 lanes to 4 lanes
LARGE - New alignment
OTHER

Type of Coordination/Consultation Points

X 1 - Early project notification (*project map and description*)
2 - Notification of survey findings (*Phase I*)
2a - Notification of site evaluation (*Phase II*)

3 - Consultation regarding site treatment
4 - Data Recovery Report
5 - Other

Type of Findings

X No American Indian site found
--Section 106 Consultation Process ends*
American Indian sites found but not eligible for National Register listing -- Section 106 Consultation Process ends*
Avoided American Indian sites eligible for National Register listing (*see map and list of sites*)
--Section 106 Consultation Process may or may not end

Potentially significant American Indian sites found (*see map and list of sites*)
American Indian sites eligible for National Register listing cannot be avoided (*see map*)
Burial site found

* In the event of a late discovery, consultation will be reopened

1 _____ # of non-significant prehistoric sites
_____ # of potentially significant prehistoric sites
_____ # of National Register-eligible prehistoric sites

Affected National Register Properties

Investigating avoidance or minimizing harm options
Avoided

Protected
Data Recovery/MOA

Please Respond

Who should we contact for site/project-related discussions?

Name _____	Street Address _____	City, Zip Code _____
Phone _____	E-mail _____	

Do you know of any sensitive areas within or near the project the FHWA/DOT should avoid (*please describe*)?

- | | |
|--|---|
| <input type="checkbox"/> Thank you for the information; however, we do not need to consult on this particular project. | <input type="checkbox"/> Thank you for the information. We are satisfied with the planned site treatment. |
| <input type="checkbox"/> We do not have a comment at this time, but request continued notification on this project. | <input type="checkbox"/> We have concerns and wish to consult. |
| <input type="checkbox"/> Please send a copy of the archaeology report. | <input type="checkbox"/> We wish to participate in the Memorandum of Agreement for this project. |

Comments _____

Name _____	Tribe name _____	Date _____
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(Comments continued on back)

Additional Comments _____

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CULTURAL RESOURCES SECTION
IOWA DEPARTMENT OF TRANSPORTATION
800 LINCOLN WAY
AMES IA 50010-9902



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Iowa Department of Transportation TRIBAL NOTIFICATION

Form 536002
08-05

Date June 22, 2011 IA DOT contact Libby Wielenga
IADOT project # HDP-1642(645)--71-78 Phone # IA DOT - 515-239-1035 FHWA - 515-233-7300
Location Pottawattamie County E-mail Libby.Wielenga@dot.iowa.gov
Description This project proposes to construct the remaining segments along Eastern Hills Drive from State Orchard Road to Iowa 92, construct an extension of Steven Lane from the existing limits of Steven Lane to the anticipated Eastern Hills Drive, and to improve a segment of the existing Greenview Road.

Type of Project (see map)

VERY SMALL - Disturb less than 12-inch depth (plow zone)
SMALL - Grading on existing road, shouldering, ditching, etc.
SMALL - Bridge or culvert replacement

X LARGE - Improve existing road from 2 lanes to 4 lanes
X LARGE - New alignment
OTHER

Type of Coordination/Consultation Points

1 - Early project notification (project map and description)
X 2 - Notification of survey findings (Phase I)
2a - Notification of site evaluation (Phase II)

3 - Consultation regarding site treatment
4 - Data Recovery Report
5 - Other

Type of Findings

No American Indian site found
--Section 106 Consultation Process ends*
X American Indian sites found but not eligible for National Register listing -- Section 106 Consultation Process ends*
Avoided American Indian sites eligible for National Register listing (see map and list of sites)
--Section 106 Consultation Process may or may not end

Potentially significant American Indian sites found (see map and list of sites)
American Indian sites eligible for National Register listing cannot be avoided (see map)

Burial site found

* In the event of a late discovery, consultation will be reopened

1 # of non-significant prehistoric sites
of potentially significant prehistoric sites
of National Register-eligible prehistoric sites

Affected National Register Properties

Investigating avoidance or minimizing harm options
Avoided

Protected
Data Recovery/MOA

*****Please Respond*****

Who should we contact for site/project-related discussions?

Name Kelli Mosteller Street Address 1899 S. Gordon Cooper Dr.

City, Zip Code Shawnee, 74804

Phone 405-878-5830 x7104

E-mail Kelli.mosteller@pottawatomia.org

Do you know of any sensitive areas within or near the project the FHWA/DOT should avoid (please describe)?

- | | |
|--|---|
| <input type="checkbox"/> Thank you for the information; however, we do not need to consult on this particular project. | <input type="checkbox"/> Thank you for the information. We are satisfied with the planned site treatment. |
| <input checked="" type="checkbox"/> We do not have a comment at this time, but request continued notification on this project. | <input type="checkbox"/> We have concerns and wish to consult. |
| <input type="checkbox"/> Please send a copy of the archaeology report. | <input type="checkbox"/> We wish to participate in the Memorandum of Agreement for this project. |

Comments

Name

Tribe name

Date

Additional Comments _____

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IOWA DEPARTMENT OF TRANSPORTATION
800 LINCOLN WAY
AMES IA 50010-9902



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Iowa Department of Transportation TRIBAL NOTIFICATION

Form 536002
08-05

Date June 22, 2011 IA DOT contact Libby Wielenga
 IADOT project # HDP-1642(645)--71-78 Phone # IA DOT - 515-239-1035 FHWA - 515-233-7300
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 Description This project proposes to construct the remaining segments along Eastern Hills Drive from State Orchard Road to Iowa 92, construct an extension of Steven Lane from the existing limits of Steven Lane to the anticipated Eastern Hills Drive, and to improve a segment of the existing Greenview Road.

Type of Project (see map)	
VERY SMALL - Disturb less than 12-inch depth (<i>plow zone</i>) SMALL - Grading on existing road, shouldering, ditching, etc. SMALL - Bridge or culvert replacement	X LARGE - Improve existing road from 2 lanes to 4 lanes LARGE - New alignment OTHER
Type of Coordination/Consultation Points	
X 1 - Early project notification (<i>project map and description</i>) 2 - Notification of survey findings (<i>Phase I</i>) 2a - Notification of site evaluation (<i>Phase II</i>)	3 - Consultation regarding site treatment 4 - Data Recovery Report 5 - Other
Type of Findings	
No American Indian site found --Section 106 Consultation Process ends* X American Indian sites found but not eligible for National Register listing -- Section 106 Consultation Process ends* Avoided American Indian sites eligible for National Register listing (<i>see map and list of sites</i>) --Section 106 Consultation Process may or may not end	Potentially significant American Indian sites found (<i>see map and list of sites</i>) American Indian sites eligible for National Register listing cannot be avoided (<i>see map</i>) Burial site found
* In the event of a late discovery, consultation will be reopened <div style="display: flex; justify-content: space-between;"> <div> 1 _____ # of non-significant prehistoric sites _____ # of potentially significant prehistoric sites _____ # of National Register-eligible prehistoric sites </div> </div>	
Affected National Register Properties	
Investigating avoidance or minimizing harm options	Protected
Avoided	Data Recovery/MOA

*****Please Respond*****

Who should we contact for site/project-related discussions?

Name _____	Street Address _____	City, Zip Code _____
Phone _____	E-mail _____	

Do you know of any sensitive areas within or near the project the FHWA/DOT should avoid (*please describe*)?

<input type="checkbox"/> Thank you for the information; however, we do not need to consult on this particular project. <input type="checkbox"/> We do not have a comment at this time, but request continued notification on this project. <input type="checkbox"/> Please send a copy of the archaeology report.	<input checked="" type="checkbox"/> Thank you for the information. We are satisfied with the planned site treatment. <input type="checkbox"/> We have concerns and wish to consult. <input type="checkbox"/> We wish to participate in the Memorandum of Agreement for this project.
---	--

Comments _____

ALAN KELLEY IOWA TRIBE OF KS & NE 06-28-11
 Name Tribe name Date

Additional Comments _____

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CULTURAL RESOURCES SECTION
IOWA DEPARTMENT OF TRANSPORTATION
800 LINCOLN WAY
AMES IA 50010-9902



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Office of Location & Environment

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Iowa Department of Transportation

TRIBAL NOTIFICATION

Form 536002
08-05

Date June 22, 2011 IA DOT contact Libby Wielenga
 IA DOT project # HDP-1642(645)--71-78 Phone # IA DOT - 515-239-1035 FHWA - 515-233-7300
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 LARGE - New alignment
 OTHER

Type of Coordination/Consultation Points

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Type of Findings

X No American Indian site found
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 American Indian sites found but not eligible for National Register listing -- Section 106 Consultation Process ends*
 Avoided American Indian sites eligible for National Register listing (*see map and list of sites*)
 --Section 106 Consultation Process may or may not end

Potentially significant American Indian sites found (*see map and list of sites*)
 American Indian sites eligible for National Register listing cannot be avoided (*see map*)

Burial site found

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1 _____ # of non-significant prehistoric sites
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Affected National Register Properties

Investigating avoidance or minimizing harm options
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Protected
 Data Recovery/MOA

Please Respond

Who should we contact for site/project-related discussions?

Name _____ Street Address _____ City, Zip Code _____
 Phone _____ E-mail _____

Do you know of any sensitive areas within or near the project the FHWA/DOT should avoid (*please describe*)?

- ☐ Thank you for the information; however, we do not need to consult on this particular project.
- ☐ We do not have a comment at this time, but request continued notification on this project.
- ☐ Please send a copy of the archaeology report.

- ☒ Thank you for the information. We are satisfied with the planned site treatment.
- ☐ We have concerns and wish to consult.
- ☐ We wish to participate in the Memorandum of Agreement for this project.

Comments _____

ALAN KELLEY
Name

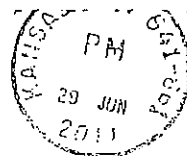
IOWA TRIBE OF KS & NE
Tribe name

06-28-11
Date

Additional Comments _____

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CULTURAL RESOURCES SECTION
IOWA DEPARTMENT OF TRANSPORTATION
800 LINCOLN WAY
AMES IA 50010-9902



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Office of Location & Environment

JUN 29 2011

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Iowa Department of Transportation
TRIBAL NOTIFICATION

Form 536002
08-05

Date June 22, 2011 IA DOT contact Libby Wielenga
IADOT project # HDP-1642(645)--71-78 Phone # IA DOT - 515-239-1035 FHWA - 515-233-7300
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X LARGE - Improve existing road from 2 lanes to 4 lanes
LARGE - New alignment
OTHER

Type of Coordination/Consultation Points

X 1 - Early project notification (project map and description)
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3 - Consultation regarding site treatment
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5 - Other

Type of Findings

X No American Indian site found
--Section 106 Consultation Process ends*
American Indian sites found but not eligible for National Register listing -- Section 106 Consultation Process ends*
Avoided American Indian sites eligible for National Register listing (see map and list of sites)
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Burial site found

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1 # of non-significant prehistoric sites
of potentially significant prehistoric sites
of National Register-eligible prehistoric sites

Affected National Register Properties

Investigating avoidance or minimizing harm options
Avoided

Protected
Data Recovery/MOA

***** *Please Respond* *****

Who should we contact for site/project-related discussions?

Name Kelli Mosteller Street Address 1899 S. Gordon Cooper Dr.
Phone 405-878-5830 x7104

City, Zip Code Shawnee, 74804
E-mail Kelli.mosteller@pottawatomia.org

Do you know of any sensitive areas within or near the project the FHWA/DOT should avoid (please describe)?

- | | |
|--|---|
| <input type="checkbox"/> Thank you for the information; however, we do not need to consult on this particular project. | <input type="checkbox"/> Thank you for the information. We are satisfied with the planned site treatment. |
| <input checked="" type="checkbox"/> We do not have a comment at this time, but request continued notification on this project. | <input type="checkbox"/> We have concerns and wish to consult. |
| <input type="checkbox"/> Please send a copy of the archaeology report. | <input type="checkbox"/> We wish to participate in the Memorandum of Agreement for this project. |

Comments

Name _____ Tribe name _____ Date _____

(Comments continued on back)

Additional Comments

Fold first

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CULTURAL RESOURCES SECTION
IOWA DEPARTMENT OF TRANSPORTATION
800 LINCOLN WAY
AMES IA 50010-9902



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Iowa Department of Transportation TRIBAL NOTIFICATION

Form 536002
08-05

Date June 22, 2011 IA DOT contact Libby Wielenga
IA DOT project # HDP-1642(645)--71-78 Phone # IA DOT - 515-239-1035 FHWA - 515-233-7300
Location Pottawattamie County E-mail Libby.Wielenga@dot.iowa.gov
Description This project proposes to construct the remaining segments along Eastern Hills Drive from State Orchard Road to Iowa 92, construct an extension of Steven Lane from the existing limits of Steven Lane to the anticipated Eastern Hills Drive, and to improve a segment of the existing Greenview Road.

Type of Project (see map)	
VERY SMALL - Disturb less than 12-inch depth (plow zone)	LARGE - Improve existing road from 2 lanes to 4 lanes
SMALL - Grading on existing road, shouldering, ditching, etc.	<input checked="" type="checkbox"/> LARGE - New alignment
SMALL - Bridge or culvert replacement	OTHER
Type of Coordination/Consultation Points	
<input checked="" type="checkbox"/> 1 - Early project notification (project map and description)	3 - Consultation regarding site treatment
<input checked="" type="checkbox"/> 2 - Notification of survey findings (Phase I)	4 - Data Recovery Report
2a - Notification of site evaluation (Phase II)	5 - Other
Type of Findings	
No American Indian site found --Section 106 Consultation Process ends*	Potentially significant American Indian sites found (see map and list of sites)
<input checked="" type="checkbox"/> American Indian sites found but not eligible for National Register listing -- Section 106 Consultation Process ends*	American Indian sites eligible for National Register listing cannot be avoided (see map)
Avoided American Indian sites eligible for National Register listing (see map and list of sites) --Section 106 Consultation Process may or may not end	Burial site found
* In the event of a late discovery, consultation will be reopened	1 # of non-significant prehistoric sites
	# of potentially significant prehistoric sites
	# of National Register-eligible prehistoric sites
Affected National Register Properties	
Investigating avoidance or minimizing harm options	Protected
Avoided	Data Recovery/MOA

*****Please Respond*****

Who should we contact for site/project-related discussions?

<u>LANGM. GRAVATT</u> <u>IST TPO</u> <u>Box 248</u>	<u>Marty S.D.</u> <u>57361</u>
Name	City, Zip Code
<u>605-384-3641</u>	<u>gravattlana@yahoo.com</u>
Phone	E-mail

Do you know of any sensitive areas within or near the project the FHWA/DOT should avoid (please describe)?

Cannot know unless it is surveyed by the tribe for traditional cultural properties

<input type="checkbox"/> Thank you for the information; however, we do not need to consult on this particular project.	<input type="checkbox"/> Thank you for the information. We are satisfied with the planned site treatment.
<input checked="" type="checkbox"/> We do not have a comment at this time, but request continued notification on this project.	<input checked="" type="checkbox"/> We have concerns and wish to consult.
<input checked="" type="checkbox"/> Please send a copy of the archaeology report.	<input type="checkbox"/> We wish to participate in the Memorandum of Agreement for this project.

Comments Please keep me informed of any findings, as tribal sites are not archeological most archeologist do not even know how to identify them and most go undiscovered or identified.

<u>Langm. Gravatt</u>	<u>Nimeton Sioux Tribe</u>	<u>8-1-11</u>
Name	Tribe name	Date

Additional Comments The Yorkton Sioux Tribe wishes to consult
on future monitoring plans and potential surveys with
your department should the need arise.
just call or email
me with the time + place, thank you
Yst Theo

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AUG 05 2011

Office of Location & Environment

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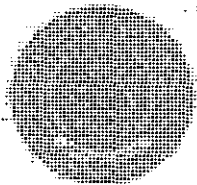
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IOWA DEPARTMENT OF TRANSPORTATION
800 LINCOLN WAY
AMES IA 50010-9902



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Pawnee Nation of Oklahoma

Office of Historic Preservation

657 Harrison Street

P.O. Box 470

Pawnee, OK 74058

August 4, 2011

Iowa Department of Transportation
Attn: Libby Wielenga
Office of Location and Environment
800 Lincoln Way
Ames, IA 50010
515.239.1726
Libby.wielenga@dot.iowa.gov

RECEIVED

AUG 08 2011

Office of Location & Environment

Re: HDP-1642(645)-72-78
Eastern Hills Drive Corridor Project,
City of Council Bluffs

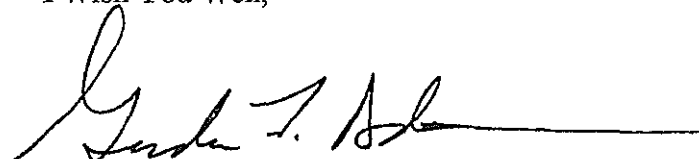
Dear Ms. Wielenga,

The Pawnee Nation Office of Historic Preservation has received your Request for Consultation dated June 22, 2011. Thank you for submitting your project proposal for our review and comment. As you know, our comment on this project and its potential to affect historic properties is required by Section 106 of the National Historic Preservation Act of 1966 (NHPA), and 36 CFR Part 800.

Given the information provided you are hereby notified that there should be no historic properties affected by your construction project in the City of Council Bluffs, NE. Your proposed project location should have no adverse effects on known archeological or historical Pawnee sites. Therefore, in accordance with 36 CFR 800.4(d)(1), please proceed with your proposed project. However, please be aware that there may be undiscovered properties which must be immediately reported to us under both NHPA and NAGPRA regulations.

Please retain this correspondence to show compliance with Section 106. Furthermore, refer any questions you may have to Mr. Gordon Adams, Pawnee Historic Preservation Officer, at the points of contact contained herein. We look forward to working with you.

I Wish You Well,



Gordon F. Adams

Gordon F. Adams, MPA

Tribal Historic Preservation Officer

gadams@pawneenation.org

Ph: 918.762.3227 Ext. 30

Fax: 918.762.3662



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, ROCK ISLAND DISTRICT
PO BOX 2004 CLOCK TOWER BUILDING
ROCK ISLAND, ILLINOIS 61204-2004

RECEIVED

APR 03 2012

hgm CB

March 29, 2012

SUBJECT: Eastern Hills Drive and Connecting Roadways: Council Bluffs, Iowa Draft
Environmental Impact Statement Review

Mr. Greg Reeder
City of Council Bluffs
209 Pearl Street
Council Bluffs, Iowa 51503-4270

Dear Mr. Reeder:

Our office has reviewed the Draft Environmental Impact Statement for the Eastern Hills Drive and Connecting Roadways, Pottawattamie County, Iowa, HDP-1642(645)—71-78. It appears your project will impact Waters of the United States (including jurisdictional wetlands) and will require Department of the Army Section 404 authorization.

A complete Section 404 application should be submitted to our office as soon as your plans are sufficiently developed. Your complete application should include wetland delineations, and details of impacts to wetlands and other waters of the United States. Prior to completing our review process, we may require sequential mitigation including an alternatives analysis, minimization of impacts, and compensatory mitigation for any unavoidable impacts. Your alternatives analysis must demonstrate how impacts to waters of the United States will be avoided by selection of the least environmentally damaging practicable alternative.

We thank you for the opportunity to comment. Should you have any questions, please contact our Regulatory Branch by letter, or telephone me at 309/794-5367.

Sincerely,

Michael D. Hayes
Project Manager
Permit Evaluation Section



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 7
901 NORTH 5TH STREET
KANSAS CITY, KANSAS 66101

APR 17 2012

Mr. Lubin Quinones, Division Administrator
Federal Highway Administration
105 6th Street
Ames, IA 50010

Dear Mr. Quinones:

RE: Eastern Hills Drive and Connecting Roadways: Council Bluffs, Iowa
Draft Environmental Impact Statement - CEQ Number - 20120075

The U.S. Environmental Protection Agency has reviewed the Draft Environmental Impact Statement for the Eastern Hills Drive and Connecting Roadways. Our review is provided pursuant to the National Environmental Policy Act 42 U.S.C. 4231, Council on Environmental Quality regulations 40 C.F.R. Part 1500-1508, and Section 309 of the Clean Air Act. The DEIS was assigned the CEQ number 20120075.

EPA has rated the DEIS as EC-2 (Environmental Concerns-Insufficient Information). A copy of EPA's rating definitions is enclosed. This EC-2 rating is based upon the absence of mandatory information set forth in NEPA regulations. In particular, the DEIS lacks a clear preferred alternative, and essentially analyzes only two alternatives: the "No build" and a "build through Eastern Hills Drive." Given that the project purpose is to connect U.S. Highway 6 with Iowa Highway 92 a number of viable alternative alignments could satisfy that purpose. Other areas needing information improvement are discussed in the attached detailed comments, and reference to applicable NEPA regulations are provided (e.g., 1502.13).

EPA appreciates the opportunity to provide comments regarding this project. If you have any questions regarding this letter, please contact Joe Summerlin at (913) 551-7029 or via email at summerlin.joe@epa.gov.

Sincerely,

Jeffery S. Robichaud
Deputy Division Director
Environmental Services Division

cc: ✓ Greg Reeder, City of Council Bluffs, Council Bluffs, IA
James Rost, Iowa Department of Transportation, Ames, IA



Detailed Comments

Executive Summary

NEPA regulations at Sec. 1502.12, (Summary), states that, "Each environmental impact statement shall contain a summary which adequately and accurately summarizes the statement. The summary shall stress the major conclusions, areas of controversy (including issues raised by agencies and the public), and the issues to be resolved (including the choice among alternatives)". The DEIS appears to show bias toward a solitary build alternative rather than evaluate several alternatives capable of addressing the purpose and need comparatively.

Alternatives Considered: Alternatives 7 & 8 are not covered in the Executive Summary, nor does the DEIS discuss reasons why these alternatives were discarded.

Relocations: Although there are land parcels within the adjacent residential developments for sale, the summary doesn't explain how the lead agency plans on helping affected persons transition. Merely stating that a person may choose to live inside or outside the zone does not fully inform the public of this impact. EPA suggests including excerpts from the Uniform Relocation Act to equip decision-makers, impacted residents, and stakeholders with detailed information on relocation procedures.

Economic Impacts (p. ES-3), the DEIS addresses the positive economic impacts on businesses. It does not address potential negative economic effects on businesses or residents.

In the Air Quality section (p. ES-4), the DEIS states that air quality will be improved because of less traffic congestion. This may not hold true for each segment. Segment D may see less congestion, and better air quality, while Segment C will see more overall traffic and possibly lowered air quality.

Farmland and Soils (p. ES-5), the DEIS states there is no land zoned for farmland or agricultural uses, however, this does not relinquish the requirement to notify the U.S. Department of Agriculture about the intent to convert Prime, Unique or Farmland of Statewide Importance to other uses. Although EPA notes that this is covered in the DEIS main body, we suggest that the Final EIS discuss compliance with USDA on this matter within the Executive Summary.

The Cumulative Impact section (p. ES-5) addresses relocation of residences, and conveys positive impacts on transportation, but does not address whether or not there will be cumulative impacts to the environment such as Little Pony Creek, Pony Creek or Mosquito Creek. Given that Mosquito Creek is already listed by the State as "impaired", it is important to discuss whether the project would be expected to change the status either negatively, or positively. A quick search of projects on the Iowa Department of Transportation website (<http://www.iowadot.gov/>) shows a number of projects that could be expected to have cumulative, direct and indirect impacts to this project. For example, the proposed high-speed rail initiative could be built in the same area between Highway 6 and 92. Interstate 80 has interchange improvements being worked on as soon as April 2012. EPA recommends that the FEIS address ~~these~~ potential effects of those proposed actions.

Issues Raised by Agencies and Public: In the Stakeholder and Public Involvement section, the DEIS explains when and where meetings were held, and how information flowed from the lead agency to the public. EPA recommends that the FEIS provide discussion on how public comments and concerns from those meetings were incorporated into project modifications that responded to those inputs.

“alternatives” for segments A and B. Could Cottonwood Road serve as an alternative, or was it been ruled out in previous planning efforts?

Identify preferred alternative (1502.14(e)): EPA recommends identifying the preferred alternative.

3.0 Affected Environment (1502.15)

3.4 Relocations: The DEIS does not include Alternative 8 or 9 in the analysis. We recommend including all alternatives in each analysis to inform the public why a certain alternative should be eliminated.

3.6.3 Build Alternatives (under the heading “Economic Impacts”): The DEIS states, “There are no anticipated impacts to future developments.” Since one of the project purposes is to “Support planned land development in Council Bluffs and Pottawattamie County”, EPA recommends characterizing the “build” alternative as having positive economic impact on future developments.

4.0 Environmental Consequences (1502.16)

Environmental Impact of proposed action (102(2)(C)(i)): “Section 3.11.3 Build Alternatives Regional Air Quality Impacts” suggests that there would be improved air quality due to better traffic flow, however, the section did not address the issue of increased traffic density on the larger roads due to residential and commercial developments in the immediate area. An increase in overall traffic, including the added presence of lawn care and construction equipment in the area would certainly decrease air quality even if better traffic flow is a project result. The DEIS does take into consideration increased air quality standards placed on vehicle manufacturers by EPA that will be increasingly more strict in the coming years.

Under section 3.12.1.2 Surface Water: The DEIS explains that there will be potential for greater amounts of stormwater runoff in many of the alternatives. However, the DEIS does not explain how to mitigate this environmental issue (1502.16(h)).

Section 3.15.2 Environmental Consequences (Woodlands): The DEIS only mentions Alternative Three and Four with no mention of the other alternatives.

Section 3.15.3 Woodland Mitigation: The DEIS states, “Mitigation for the woodlands that are to be permanently impacted may include the acquisition of existing wetlands which would be placed under a protective easement.” EPA recommends further discussion on this issue. Are the wetlands forested? Is the woodland lost the equivalent type of woodland as the mitigation tract? Does a 1:1 ratio among different resource types meet the mitigation criteria set forth by the state?

Section 3:16:1 Affected Environment (Threatened and Endangered Species): The DEIS states that no response was received from the USFWS. EPA recommends completing this coordination with the USFWS.

Appendix (1502.18(b))

Include any documents or statements from public meetings in order to inform the public what issues and concerns were brought up in past.

Issues to be Resolved: Though there is not a section titled “Issues to be resolved”, the DEIS does have a section in the Executive Summary that covers mitigation strategies. EPA recommends further explanation of issues (impacts) and mitigation strategies developed specifically for the selected alternative.

Choice Among Alternatives: There is no identified preferred alternative. EPA recommends improving the discussion on selection criteria for the preferred alternative, as well as a more detailed explanation why other alternatives were determined to be not suitable for further consideration.

1.0 Purpose and Need (see 40 CFR Sec. 1502.13)

The purpose and need statement is vague. EPA recommends providing details of the joint planning efforts between the County of Pottawatomie and the City of Council Bluffs, that led to the determination that US 6 and IA 92 needed to be connected, and what additional services could be realized with such a connection (safety and emergency services, excess capacity to service the airport’s expected growth, etc.).

2.0 Alternatives

NEPA regulations (Sec. 1502.14) state that alternatives (including the proposed action), should present the environmental impacts of the proposal and the alternatives in comparative form, thus sharply defining the issues and providing a clear basis for choice among options by the decision maker and the public. In this section agencies shall:

- a. Rigorously explore and objectively evaluate all reasonable alternatives, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated.
- b. Devote substantial treatment to each alternative considered in detail including the proposed action so that reviewers may evaluate their comparative merits.
- c. Include reasonable alternatives not within the jurisdiction of the lead agency.
- d. Include the alternative of no action.
- e. Identify the agency's preferred alternative or alternatives, if one or more exists, in the draft statement and identify such alternative in the final statement unless another law prohibits the expression of such a preference.

Although there is discussion of joint planning discussions that led to a single alignment with variations within short segments of that single alignment, other alternative routes were likely discussed and would have had value in comparison in the NEPA process. NEPA allows for incorporation of other planning processes that led to culling earlier considered alternatives.

Rigorously explore and objectively evaluate all reasonable alternatives (1502.14(a)): Routes south of the airport would appear to meet the stated Purpose and Need. If south of airport routes were considered, please state why they were discarded. The DEIS divides a single alternative alignment into four segments. There are “alternatives” (slight design variations) for segments C & D, but there are no

In summary, EPA recommends:

- the FEIS select a preferred alternative,
- improve the purpose and need statement,
- include full discussion of all alternatives in each section within Chapter 3,
- consider the negative effects of the project as well as the positive ones,
- include mitigation strategies to combat negative effects, and,
- include public comments received prior to DEIS publication in the appendix.

OCT 07 2013



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1035

Fax: 515-239-1726

October 3, 2013

Mr. Douglas W. Jones
Review and Compliance
Bureau of Historic Preservation
State Historical Society of Iowa
600 East Locust
Des Moines, IA 50319-0290

Ref. No: HDP-1642(645)--71-78
City of Council Bluffs
Pottawattamie County
TH07-365--11

R&C: 071278075

Dear Doug:

**RE: Supplemental Phase IA Assessment for the Eastern Hills Drive Study
Corridor; *No Historic Properties Affected***

Enclosed for your review and comment is a supplemental Phase IA Assessment for the above referenced federally funded project. This project proposes to construct the remaining segments along Eastern Hills Drive from State Orchard Road to Iowa 92, construct an extension of Steven Lane from the existing limits of Steven Lane to the anticipated Eastern Hills Drive, and to improve a segment of the existing Greenview Road. Our agencies have previously consulted on this project and your office signed concurrence to a No Historic Properties Affected determination of effect for archaeological and architectural structures on May 24, 2011 and June 15, 2011, respectively. Since that time, the project study area and the designated Area of Potential Effect (APE) for the entire Eastern Hills Drive project, has expanded. As a result, a Phase IA Assessment has been completed over the four additional areas.

This assessment consisted of an archival records search and analysis with recommendations. All four areas reviewed within this assessment are within the existing road right-of-way. The assessment covered a total of 17.4 acres (7 ha). Due to the disturbance from modern road construction and underground utilities, a lack of documented post-contacted structures, and low potential for containing archaeological deposits, no further investigation is recommended. The Iowa DOT agrees with the recommendations outlined in this report.

Mr. Doug Jones
Page 2
October 3, 2013

Based on your previous concurrences of this project and the enclosed assessment, the determination for the entire Eastern Hills Drive project remains as **No Historic Properties Affected**. If you concur, please sign the concurrence line below, add your comments, and return this letter. If you have any questions, please contact me at 515-239-1035 or libby.wielenga@dot.iowa.gov.

Sincerely,



Libby Wielenga
Office of Location and Environment

LJCW:sm
Enclosure

cc: Greg Reeder, City of Council Bluffs
John Rasmussen, Pottawattamie County Engineer
Vince Ehlert, District 4 Local Systems Engineer
Randy Hyler, NEPA / OLE
Jeff Walters, Snyder & Associates
Leah Rogers, Tallgrass Historians L.C.

Concur: Douglas W. Jones Date: 10/10/2013
SHPO Archaeologist
Comments:

RC# 071278075



www.iowadot.gov

Office of Location & Environment
800 Lincoln Way, Ames, IA 50010
Phone: 515-239-1035 | Email: libby.wielenga@dot.iowa.gov

April 7, 2015

Ref. HDP-1642(645)--71-78
City of Council Bluffs
Pottawattamie County
Local Project
TH07-365--13
Letter Report 11/21/2014

RECEIVED
APR 13 2015
by SHPO

R&C: 20071278075

Mr. Ralph Christian
Mr. Doug Jones
State Historic Preservation Office
600 East Locust
Des Moines, IA 50319

Dear Ralph and Doug:

RE: Supplemental Phase IA Archaeological Assessment, Phase I Archaeological Investigation and Revised/Supplemental Site Inventory Forms for the Eastern Hills Drive Study Corridor; *No Historic Properties Affected*

Enclosed for your review and comment is a supplemental phase IA assessment, phase I archaeological investigation, and revised/supplemental site inventory forms for the above referenced federally funded project. This project proposes to construct and improve the remaining roadway and trail segments along Eastern Hills Drive from State Orchard Road to Iowa 92, construct an extension of Steven Lane from the existing limits of Steven Lane to the anticipated Eastern Hills Drive, and to improve a segment of the existing Greenview Road. Our agencies have previously consulted on this project and your office signed concurrence to a No Historic Properties Affected finding of effect for archaeological and architectural structures on May 24, 2011 and June 15, 2011, respectively. Since that time, the project study area and the designated Area of Potential Effect (APE) for the entire Eastern Hills Drive project, has expanded. As a result, a Phase IA Assessment and Phase I Investigation have been completed over these additional areas.

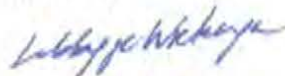
The enclosed assessment consists of an archival records search and analysis with recommendations. All three areas reviewed within this assessment are within the existing road right-of-way. The assessment covered a total of 23 acres (9.3 ha). Due to the disturbance from modern road construction and underground utilities, a lack of documented post-contacted structures, and low potential for containing archaeological deposits, no further investigation is recommended for these areas.

Due to an expanded study area, an area north of Cedar Lane extending from Eastern Hills Drive west underwent a phase I level investigation due to a potential for archaeological sites in this area. The enclosed phase I discusses this survey which consists of an archival records search and field investigation. The field investigation included a pedestrian survey and subsurface testing. This investigation surveyed a total of 15.5 acres (6.4 ha). One previously unrecorded archaeological site, 13PW349, was identified during this investigation. Site 13W349 consists of the remains of a historic school and a single chert flake. Due to the low integrity, this site has been recommended not eligible for listing on the National Register of Historic Places (NRHP). As a result of this investigation, no further work is recommended. The Iowa DOT agrees with the recommendations outlined within this report.

New information has been discovered regarding the farmstead property (78-02018) and related historic barn (78-02019), house (78-02020), and several other outbuildings located at 16411 State Orchard Road. This property, previously recommended eligible for the National Register of Historic Places (Nash 2009c) and concurred by your office (June 29, 2009), has since been demolished. This property, now identified as 1005 State Orchard Road, is no longer considered eligible for listing on the NRHP and no further work is recommended. Enclosed are revised site inventory forms reflecting this change. The Iowa DOT agrees with the recommendations outlined within these forms.

Based on your previous concurrences of this project and the enclosed reports and forms, the determination for the entire Eastern Hills Drive project remains as **No Historic Properties Affected**. If you concur, please sign the concurrence line below, add your comments, and return this letter. If you have any questions, please contact me at 515-239-1035 or libby.wielenga@dot.iowa.gov.

Sincerely,



Libby Wielenga
Office of Location and Environment

LJCW
Enclosure

cc: Greg Reeder, City of Council Bluffs
John Rasmussen, Pottawattamie County Engineer
Vince Ehlert, District 4 Local Systems Engineer
Randy Hyler, NEPA / OLE
Brian Goss, HDR
Leah Rogers, Tallgrass Historians L.C.

Reviewer: 

Ralph Christian, SHPO Historian

Date: 5/13/15

Reviewer: 

Doug Jones, SHPO Archaeologist

Date: 5/13/2015

Comments:

APPENDIX C
THREATENED AND ENDANGERED SPECIES
DETERMINATION OF EFFECT FORMS

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Determination of Effect for Threatened & Endangered Species For Local Public Agencies

Form xxx (05-14)

Project Description: Eastern Hills Drive and Connecting Roadways, Council Bluffs, IA	Plan Turn-in Date:	County: Pottawattamie
Project No.: HDP-1642(645)-71-78	Section/Township/Range: S34, T- 75N, R- 43W	

Determine what species to look for: Check IADNR and USFWS website. Attach findings.

List species noted on IADNR website: Natural Areas Inventory for Pottawattamie County on October 13, 2014

List species noted on USFWS website: IPaC for Project Area on October 13, 2014: **Northern long-eared bat**

Describe the habitat in your project area: Attach photos.

The Project is located between US Highway 6 and Iowa Highway 92 in Council Bluffs, Iowa. The northern portion of the Project is immediately adjacent to roadway right-of-way, treed areas and agriculture. The southern portion of the Project is located adjacent to suburban residential areas, treed areas and agriculture. Habitat for northern long-eared bat (NLEB) is considered the same as Indiana bat: forested/wooded habitats with live trees or snags greater than or equal to 5 inches diameter at breast height that have exfoliating bark, cracks, crevices, and/or hollows. While the 2009 habitat survey did not find habitat for Indiana bat, the habitat description has been updated by USFWS since that time and the project area has expanded to include area of IA 92 from State Orchard Road/Concord Loop to Somerset Avenue. A 2014 survey of the 7.3 acre expanded study area did not identify NLEB or its habitat. However, inadequate survey information exists to determine that habitat is not present in the initial study area; woodlands adjacent to Steven Road appear to have potential habitat for NLEB.

Review habitat characteristics as described on IADNR and USFWS websites, is there habitat? ☒ Yes ☐ No

If No, mark **No Effect** and Section 7 is complete. Submit form with attachments.

If Yes, move on to the next question.

Will the project affect potentially suitable habitat? ☒ Yes ☐ No

If No, mark **No Effect** and Section 7 is complete. Submit form with attachments.

If Yes, move on to the next question.

Are there measures that can be taken to avoid potential impacts to habitat? ☐ Yes ☒ No

If Yes, mark **No Effect** with noted avoidance measures and Section 7 is complete. Submit form with attachments.

If No, move on to the next question.

Are there measures that can be taken to minimize potential impacts to habitat? ☒ Yes ☐ No

If yes, mark **May Affect – Not likely to adversely affect** with the noted minimization measures. Complete letter exchange with IADNR and provide information to IADOT for USFWS consultation.

If No, Contact IADOT for additional information.

DETERMINATION OF EFFECT

☐ No Effect ☒ May Affect – Not Likely to Adversely Affect
☐ May Affect – Likely to Adversely Affect

Measures to avoid or minimize

The City of Council Bluffs will only clear trees from October 1 to March 31.

References:

☐ Natural Areas Inventory ☐ IA DNR Environmental Review Letter ☒ Aerial Photos ☐ Soils of Concern Data
☐ IA DNR Website ☒ USFWS Website ☒ Other: 2009 field survey for Indiana bat habitat and 2014 field survey of expanded study area for NLEB habitat.

Print Name of Preparer and Name of Organization:

Meagan Schnoor, HDR

Date:

12/3/14

Agency Concurrence:

Aeroli Woelker

Date:

12/9/14



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Rock Island Field Office

1511 47th Avenue

Moline, Illinois 61265

Phone: (309) 757-5800 Fax: (309) 757-5807



IN REPLY REFER
TO:

FWS/RIFO

Marykay Solberg
Iowa Department of Transportation

Electronic Mail
December 9, 2014

We have reviewed the Determination of Effect for Threatened and Endangered Species For Local Public Agencies, dated December 3, 2014, regarding the construction of Eastern Hills Drive and connecting roadways, Council Bluffs, Pottawattamie County, Iowa, and have the following comments. The proposed project involves a roadway expansion with approximately 5.71 acres of tree clearing and 0.83 acres of forested wetland impacts. We recommend that trees be replaced in accordance with Iowa Code 314.23 to minimize adverse impacts to bats and birds.

IADOT has reviewed the list of threatened or endangered species which may be present in Pottawattamie County and has determined that there may be suitable habitat in the project area for Northern long-eared bats (proposed for listing). A tree clearing date restriction will be included in project plans to avoid direct impacts to this species. We concur that the proposed roadway project is not likely to adversely affect the northern long-eared bat provided all tree clearing occurs between October 1 and March 31.

Although species proposed for listing are not afforded protection under the ESA, when a species is listed, the prohibitions against jeopardizing its continued existence and unauthorized "take" are effective immediately, regardless of an action's stage of completion. Therefore, if construction of the proposed project occurs after a northern long-eared bat final listed decision is made (expected final listing decision by April 2, 2015) this concurrence can be used to complete Section 7 consultation for this species if it is listed provided project scope has not changed and all measures to avoid direct take of the bat were incorporated into the project.

Northern Long-eared Bat Conference Report

The scope of the proposed project is very small and will not affect the species' population on a local or range-wide level. Provided that suitable roosting habitat is removed between October 1 and March 31, the project will not result in direct take of the northern long-eared bat. Based on this information, the Service does not believe that this project is likely to jeopardize the continued existence of this species.

This precludes the need for further action on this project as required under Section 7 of the Endangered Species Act of 1973, as amended. If project plans change or portions of the proposed project were not evaluated, it is our recommendation that the changes be submitted for our review. These comments are provided in accordance with the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq).

Heidi Woeber
U.S. Fish and Wildlife Service
1511 47th Avenue
Moline, Illinois 61265
309/757-5800 Ext. 209



Determination of Effect for Threatened & Endangered Species For Local Public Agencies

Form xxx (05-14)

Project Description: Eastern Hills Drive and Connecting Roadways, Council Bluffs, IA	Plan Turn-in Date:	County: Pottawattamie
Project No.: HDP-1642(645)-71-78		Section/Township/Range: S34, T- 75N, R- 43W
Determine what species to look for: Check IADNR and USFWS website. Attach findings. List species noted on IADNR website: Natural Areas Inventory for Pottawattamie County on October 13, 2014: Piping plover List species noted on USFWS website: IPaC for Project Area on October 13, 2014: Piping plover		
Describe the habitat in your project area: Attach photos. The Project is located between US Highway 6 and Iowa Highway 92 in Council Bluffs, Iowa. The northern portion of the Project is immediately adjacent to roadway right-of-way, treed areas and agriculture. The southern portion of the Project is located adjacent to suburban residential areas, treed areas and agriculture. The 2009 habitat survey did not identify flat, open sandy beaches or shorelines in the project area. The 2014 survey of the expanded study area, a 7.3 acre area of IA 92 from State Orchard Road/Concord Loop to Somerset Avenue, also did not find suitable habitat.		
Review habitat characteristics as described on IADNR and USFWS websites, is there habitat? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If No, mark No Effect and Section 7 is complete. Submit form with attachments. If Yes, move on to the next question.		
Will the project affect potentially suitable habitat? <input type="checkbox"/> Yes <input type="checkbox"/> No If No, mark No Effect and Section 7 is complete. Submit form with attachments. If Yes, move on to the next question.		
Are there measures that can be taken to <u>avoid</u> potential impacts to habitat? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, mark No Effect with noted avoidance measures and Section 7 is complete. Submit form with attachments. If No, move on to the next question.		
Are there measures that can be taken to <u>minimize</u> potential impacts to habitat? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, mark May Affect – Not likely to adversely affect with the noted minimization measures. Complete letter exchange with IADNR and provide information to IADOT for USFWS consultation. If No, Contact IADOT for additional information.		
DETERMINATION OF EFFECT		
<input checked="" type="checkbox"/> No Effect <input type="checkbox"/> May Affect – Not Likely to Adversely Affect <input type="checkbox"/> May Affect – Likely to Adversely Affect		
Measures to avoid or minimize		
N/A		
References: <input checked="" type="checkbox"/> Natural Areas Inventory <input type="checkbox"/> IA DNR Environmental Review Letter <input checked="" type="checkbox"/> Aerial Photos <input type="checkbox"/> Soils of Concern Data <input checked="" type="checkbox"/> IA DNR Website <input checked="" type="checkbox"/> USFWS Website <input checked="" type="checkbox"/> Other: 2009 field survey and 2014 field survey of expanded study area for piping plover habitat.		
Print Name of Preparer and Name of Organization: Meagan Schnoor, HDR		Date: 12/3/14
Agency Concurrence:		Date:



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Determine what species to look for: Check IADNR and USFWS website. Attach findings. List species noted on IADNR website: Natural Areas Inventory for Pottawattamie County on October 13, 2014: Western prairie fringed orchid List species noted on USFWS website: IPaC for Project Area on October 13, 2014: Western prairie fringed orchid		
Describe the habitat in your project area: Attach photos. The Project is located between US Highway 6 and Iowa Highway 92 in Council Bluffs, Iowa. The northern portion of the Project is immediately adjacent to roadway right-of-way, treed areas and agriculture. The southern portion of the Project is located adjacent to suburban residential areas, treed areas and agriculture. The 2009 habitat survey did not find mesic to wet tall grass prairies or sedge meadows in the project area. The 2014 survey of the expanded study area, a 7.3 acre area of IA 92 from State Orchard Road/Concord Loop to Somerset Avenue, also did not find suitable habitat.		
Review habitat characteristics as described on IADNR and USFWS websites, is there habitat? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If No, mark No Effect and Section 7 is complete. Submit form with attachments. If Yes, move on to the next question.		
Will the project affect potentially suitable habitat? <input type="checkbox"/> Yes <input type="checkbox"/> No If No, mark No Effect and Section 7 is complete. Submit form with attachments. If Yes, move on to the next question.		
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DETERMINATION OF EFFECT		
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Measures to avoid or minimize		
N/A		
References: <input checked="" type="checkbox"/> Natural Areas Inventory <input type="checkbox"/> IA DNR Environmental Review Letter <input checked="" type="checkbox"/> Aerial Photos <input type="checkbox"/> Soils of Concern Data <input checked="" type="checkbox"/> IA DNR Website <input checked="" type="checkbox"/> USFWS Website <input checked="" type="checkbox"/> Other: 2009 field survey and 2014 field survey of expanded study area for western prairie fringed orchid.		
Print Name of Preparer and Name of Organization: Meagan Schnoor, HDR		Date: 12/3/14
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Determine what species to look for: Check IADNR and USFWS website. Attach findings. List species noted on IADNR website: Natural Areas Inventory for Pottawattamie County on October 13, 2014 List species noted on USFWS website: IPaC for Project Area on October 13, 2014: Northern long-eared bat		
Describe the habitat in your project area: Attach photos. The Project is located between US Highway 6 and Iowa Highway 92 in Council Bluffs, Iowa. The northern portion of the Project is immediately adjacent to roadway right-of-way, treed areas and agriculture. The southern portion of the Project is located adjacent to suburban residential areas, treed areas and agriculture. Habitat for northern long-eared bat (NLEB) is considered the same as Indiana bat: forested/wooded habitats with live trees or snags greater than or equal to 5 inches diameter at breast height that have exfoliating bark, cracks, crevices, and/or hollows. While the 2009 habitat survey did not find habitat for Indiana bat, the habitat description has been updated by USFWS since that time and the project area has expanded to include area of IA 92 from State Orchard Road/Concord Loop to Somerset Avenue. A 2014 survey of the 7.3 acre expanded study area did not identify NLEB or its habitat. However, inadequate survey information exists to determine that habitat is not present in the initial study area; woodlands adjacent to Steven Road appear to have potential habitat for NLEB.		
Review habitat characteristics as described on IADNR and USFWS websites, is there habitat? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If No, mark No Effect and Section 7 is complete. Submit form with attachments. If Yes, move on to the next question.		
Will the project affect potentially suitable habitat? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If No, mark No Effect and Section 7 is complete. Submit form with attachments. If Yes, move on to the next question.		
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DETERMINATION OF EFFECT		
<input type="checkbox"/> No Effect <input checked="" type="checkbox"/> May Affect – Not Likely to Adversely Affect <input type="checkbox"/> May Affect – Likely to Adversely Affect		
Measures to avoid or minimize		
The City of Council Bluffs will only clear trees from October 1 to March 31.		
References: <input type="checkbox"/> Natural Areas Inventory <input type="checkbox"/> IA DNR Environmental Review Letter <input checked="" type="checkbox"/> Aerial Photos <input type="checkbox"/> Soils of Concern Data <input type="checkbox"/> IA DNR Website <input checked="" type="checkbox"/> USFWS Website <input checked="" type="checkbox"/> Other: 2009 field survey for Indiana bat habitat and 2014 field survey of expanded study area for NLEB habitat.		
Print Name of Preparer and Name of Organization: Meagan Schnoor, HDR		Date: 12/3/14
Agency Concurrence:		Date:



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Determine what species to look for: Check IADNR and USFWS website. Attach findings. List species noted on IADNR website: Natural Areas Inventory for Pottawattamie County on October 13, 2014: Barn owl List species noted on USFWS website: IPaC for Project Area on October 13, 2014		
Describe the habitat in your project area: Attach photos. The Project is located between US Highway 6 and Iowa Highway 92 in Council Bluffs, Iowa. The northern portion of the Project is immediately adjacent to roadway right-of-way, treed areas and agriculture. The southern portion of the Project is located adjacent to suburban residential areas, treed areas and agriculture. Habitat for barn owls includes grasslands along field edges, fencerows and wetland edges. They nest and roost in tree cavities, old barns and abandoned buildings. Due to the residential land use and agricultural land use, there is no adequate habitat in the project area.		
Review habitat characteristics as described on IADNR and USFWS websites, is there habitat? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If No, mark No Effect and Section 7 is complete. Submit form with attachments. If Yes, move on to the next question.		
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Measures to avoid or minimize		
N/A		
References: <input checked="" type="checkbox"/> Natural Areas Inventory <input type="checkbox"/> IA DNR Environmental Review Letter <input checked="" type="checkbox"/> Aerial Photos <input type="checkbox"/> Soils of Concern Data <input checked="" type="checkbox"/> IA DNR Website <input type="checkbox"/> USFWS Website <input checked="" type="checkbox"/> Other: Google Earth		
Print Name of Preparer and Name of Organization: Meagan Schnoor, HDR		Date: 12/3/14
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Determine what species to look for: Check IADNR and USFWS website. Attach findings. List species noted on IADNR website: Natural Areas Inventory for Pottawattamie County on October 13, 2014: Least tern List species noted on USFWS website: IPaC for Project Area on October 13, 2014		
Describe the habitat in your project area: Attach photos. The Project is located between US Highway 6 and Iowa Highway 92 in Council Bluffs, Iowa. The northern portion of the Project is immediately adjacent to roadway right-of-way, treed areas and agriculture. The southern portion of the Project is located adjacent to suburban residential areas, treed areas and agriculture. The 2009 habitat survey did not identify flat, open sandy beaches or shorelines in the project area. The 2014 survey of the expanded study area, a 7.3 acre area of IA 92 from State Orchard Road/Concord Loop to Somerset		
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Measures to avoid or minimize		
N/A		
References: <input checked="" type="checkbox"/> Natural Areas Inventory <input type="checkbox"/> IA DNR Environmental Review Letter <input checked="" type="checkbox"/> Aerial Photos <input type="checkbox"/> Soils of Concern Data <input type="checkbox"/> IA DNR Website <input type="checkbox"/> USFWS Website <input checked="" type="checkbox"/> Other: 2009 field survey and 2014 field survey of expanded study area for piping plover habitat (which has habitat similar to the least tern).		
Print Name of Preparer and Name of Organization: Meagan Schnoor, HDR		Date: 12/3/14
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Determine what species to look for: Check IADNR and USFWS website. Attach findings. List species noted on IADNR website: Natural Areas Inventory for Pottawattamie County on October 13, 2014: Pallid sturgeon List species noted on USFWS website: IPaC for Project Area on October 13, 2014		
Describe the habitat in your project area: Attach photos. The Project is located between US Highway 6 and Iowa Highway 92 in Council Bluffs, Iowa. The northern portion of the Project is immediately adjacent to roadway right-of-way, treed areas and agriculture. The southern portion of the Project is located adjacent to suburban residential areas, treed areas and agriculture. The 2009 habitat survey did not identify large, turbid rivers in the project area. A Google Earth review of the expanded study area, a 7.3 acre area of IA 92 from State Orchard Road/Concord Loop to Somerset Avenue, also did not find suitable habitat.		
Review habitat characteristics as described on IADNR and USFWS websites, is there habitat? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If No, mark No Effect and Section 7 is complete. Submit form with attachments. If Yes, move on to the next question.		
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Measures to avoid or minimize		
N/A		
References: <input checked="" type="checkbox"/> Natural Areas Inventory <input type="checkbox"/> IA DNR Environmental Review Letter <input checked="" type="checkbox"/> Aerial Photos <input type="checkbox"/> Soils of Concern Data <input checked="" type="checkbox"/> IA DNR Website <input type="checkbox"/> USFWS Website <input checked="" type="checkbox"/> Other: 2009 field survey and 2014 field survey of expanded study area for piping plover habitat.		
Print Name of Preparer and Name of Organization: Meagan Schnoor, HDR		Date: 12/3/14
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Determine what species to look for: Check IADNR and USFWS website. Attach findings. List species noted on IADNR website: Natural Areas Inventory for Pottawattamie County on October 13, 2014: Least shrew List species noted on USFWS website: IPaC for Project Area on October 13, 2014		
Describe the habitat in your project area: Attach photos. The Project is located between US Highway 6 and Iowa Highway 92 in Council Bluffs, Iowa. The northern portion of the Project is immediately adjacent to roadway right-of-way, treed areas and agriculture. The southern portion of the Project is located adjacent to suburban residential areas, treed areas and agriculture. The 2009 habitat survey did not identify tallgrass prairie and forest edge in the project area. A Google Earth review of the expanded study area, a 7.3 acre area of IA 92 from State Orchard Road/Concord Loop to Somerset Avenue, also did not find suitable habitat.		
Review habitat characteristics as described on IADNR and USFWS websites, is there habitat? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If No, mark No Effect and Section 7 is complete. Submit form with attachments. If Yes, move on to the next question.		
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Measures to avoid or minimize		
N/A		
References: <input checked="" type="checkbox"/> Natural Areas Inventory <input type="checkbox"/> IA DNR Environmental Review Letter <input checked="" type="checkbox"/> Aerial Photos <input type="checkbox"/> Soils of Concern Data <input checked="" type="checkbox"/> IA DNR Website <input type="checkbox"/> USFWS Website <input checked="" type="checkbox"/> Other: 2009 habitat survey and Google Earth		
Print Name of Preparer and Name of Organization: Meagan Schnoor, HDR		Date: 12/3/14
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Determine what species to look for: Check IADNR and USFWS website. Attach findings. List species noted on IADNR website: Natural Areas Inventory for Pottawattamie County on October 13, 2014: Plains pocket mouse List species noted on USFWS website: IPaC for Project Area on October 13, 2014		
Describe the habitat in your project area: Attach photos. The Project is located between US Highway 6 and Iowa Highway 92 in Council Bluffs, Iowa. The northern portion of the Project is immediately adjacent to roadway right-of-way, treed areas and agriculture. The southern portion of the Project is located adjacent to suburban residential areas, treed areas and agriculture. The 2009 habitat survey did not identify large open prairies with sandy soils in the project area. A Google Earth review of the expanded study area, a 7.3 acre area of IA 92 from State Orchard Road/Concord Loop to Somerset Avenue, also did not find suitable habitat.		
Review habitat characteristics as described on IADNR and USFWS websites, is there habitat? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If No, mark No Effect and Section 7 is complete. Submit form with attachments. If Yes, move on to the next question.		
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References: <input checked="" type="checkbox"/> Natural Areas Inventory <input type="checkbox"/> IA DNR Environmental Review Letter <input checked="" type="checkbox"/> Aerial Photos <input type="checkbox"/> Soils of Concern Data <input checked="" type="checkbox"/> IA DNR Website <input type="checkbox"/> USFWS Website <input checked="" type="checkbox"/> Other: 2009 habitat survey and Google Earth		
Print Name of Preparer and Name of Organization: Meagan Schnoor, HDR		Date: 12/3/14
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Determine what species to look for: Check IADNR and USFWS website. Attach findings. List species noted on IADNR website: Natural Areas Inventory for Pottawattamie County on October 13, 2014: Narrow-leaved milkweed List species noted on USFWS website: IPaC for Project Area on October 13, 2014		
Describe the habitat in your project area: Attach photos. The Project is located between US Highway 6 and Iowa Highway 92 in Council Bluffs, Iowa. The northern portion of the Project is immediately adjacent to roadway right-of-way, treed areas and agriculture. The southern portion of the Project is located adjacent to suburban residential areas, treed areas and agriculture. The 2009 habitat survey did not find prairies with sandy or rocky calcareous soils in the project area. A review of the expanded study area, a 7.3 acre area of IA 92 from State Orchard Road/Concord Loop to Somerset Avenue, on Google Earth did not locate appropriate habitat.		
Review habitat characteristics as described on IADNR and USFWS websites, is there habitat? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If No, mark No Effect and Section 7 is complete. Submit form with attachments. If Yes, move on to the next question.		
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Print Name of Preparer and Name of Organization: Meagan Schnoor, HDR		Date: 12/3/14
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Determine what species to look for: Check IADNR and USFWS website. Attach findings. List species noted on IADNR website: Natural Areas Inventory for Pottawattamie County on October 13, 2014: Scarlet globe-mallow List species noted on USFWS website: IPaC for Project Area on October 13, 2014		
Describe the habitat in your project area: Attach photos. The Project is located between US Highway 6 and Iowa Highway 92 in Council Bluffs, Iowa. The northern portion of the Project is immediately adjacent to roadway right-of-way, treed areas and agriculture. The southern portion of the Project is located adjacent to suburban residential areas, treed areas and agriculture. The 2009 habitat survey did not find dry soils and deep loess in the project area. A review of the expanded study area, a 7.3 acre area of IA 92 from State Orchard Road/Concord Loop to Somerset Avenue, on Google Earth did not locate appropriate habitat.		
Review habitat characteristics as described on IADNR and USFWS websites, is there habitat? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If No, mark No Effect and Section 7 is complete. Submit form with attachments. If Yes, move on to the next question.		
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Determination of Effect for Threatened & Endangered Species For Local Public Agencies

Form xxx (05-14)

Project Description: Eastern Hills Drive and Connecting Roadways, Council Bluffs, IA	Plan Turn-in Date:	County: Pottawattamie
Project No.: HDP-1642(645)-71-78		Section/Township/Range: S34, T- 75N, R- 43W
Determine what species to look for: Check IADNR and USFWS website. Attach findings. List species noted on IADNR website: Natural Areas Inventory for Pottawattamie County on October 13, 2014: Water parsnip List species noted on USFWS website: IPaC for Project Area on October 13, 2014		
Describe the habitat in your project area: Attach photos. The Project is located between US Highway 6 and Iowa Highway 92 in Council Bluffs, Iowa. The northern portion of the Project is immediately adjacent to roadway right-of-way, treed areas and agriculture. The southern portion of the Project is located adjacent to suburban residential areas, treed areas and agriculture. Habitat for water parsnip includes freshwater habitats such as marshes, fens, springs, seepages, lakes, pools, streams and ditches. A wetland delineation performed in October 2008 did identify eight wetlands within the Project area but did not identify water parsnip as a species.		
Review habitat characteristics as described on IADNR and USFWS websites, is there habitat? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If No, mark No Effect and Section 7 is complete. Submit form with attachments. If Yes, move on to the next question.		
Will the project affect potentially suitable habitat? <input type="checkbox"/> Yes <input type="checkbox"/> No If No, mark No Effect and Section 7 is complete. Submit form with attachments. If Yes, move on to the next question.		
Are there measures that can be taken to <u>avoid</u> potential impacts to habitat? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, mark No Effect with noted avoidance measures and Section 7 is complete. Submit form with attachments. If No, move on to the next question.		
Are there measures that can be taken to <u>minimize</u> potential impacts to habitat? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, mark May Affect – Not likely to adversely affect with the noted minimization measures. Complete letter exchange with IADNR and provide information to IADOT for USFWS consultation. If No, Contact IADOT for additional information.		
DETERMINATION OF EFFECT		
<input checked="" type="checkbox"/> No Effect <input type="checkbox"/> May Affect – Not Likely to Adversely Affect <input type="checkbox"/> May Affect – Likely to Adversely Affect		
Measures to avoid or minimize		
N/A		
References: <input checked="" type="checkbox"/> Natural Areas Inventory <input type="checkbox"/> IA DNR Environmental Review Letter <input checked="" type="checkbox"/> Aerial Photos <input type="checkbox"/> Soils of Concern Data <input checked="" type="checkbox"/> IA DNR Website <input checked="" type="checkbox"/> USFWS Website <input checked="" type="checkbox"/> Other: Google Earth, 2008 Wetland delineation		
Print Name of Preparer and Name of Organization: Meagan Schnoor, HDR		Date: 12/3/14
Agency Concurrence:		Date:



Determination of Effect for Threatened & Endangered Species For Local Public Agencies

Form xxx (05-14)

Project Description: Eastern Hills Drive and Connecting Roadways, Council Bluffs, IA	Plan Turn-in Date:	County: Pottawattamie
Project No.: HDP-1642(645)-71-78		Section/Township/Range: S34, T- 75N, R- 43W

Determine what species to look for: Check IADNR and USFWS website. Attach findings.

List species noted on IADNR website: Natural Areas Inventory for Pottawattamie County on October 13, 2014:

Great Plains skink

List species noted on USFWS website: IPaC for Project Area on October 13, 2014

Describe the habitat in your project area: Attach photos.

The Project is located between US Highway 6 and Iowa Highway 92 in Council Bluffs, Iowa. The northern portion of the Project is immediately adjacent to roadway right-of-way, treed areas and agriculture. The southern portion of the Project is located adjacent to suburban residential areas, treed areas and agriculture. The 2009 habitat survey did not identify open, rolling grasslands in the project area. A Google Earth review of the expanded study area, a 7.3 acre area of IA 92 from State Orchard Road/Concord Loop to Somerset Avenue, also did not find suitable habitat.

Review habitat characteristics as described on IADNR and USFWS websites, is there habitat? ☐ Yes ☒ No

If No, mark **No Effect** and Section 7 is complete. Submit form with attachments.

If Yes, move on to the next question.

Will the project affect potentially suitable habitat? ☐ Yes ☐ No

If No, mark **No Effect** and Section 7 is complete. Submit form with attachments.

If Yes, move on to the next question.

Are there measures that can be taken to avoid potential impacts to habitat? ☐ Yes ☐ No

If Yes, mark **No Effect** with noted avoidance measures and Section 7 is complete. Submit form with attachments.

If No, move on to the next question.

Are there measures that can be taken to minimize potential impacts to habitat? ☐ Yes ☐ No

If yes, mark **May Affect – Not likely to adversely affect** with the noted minimization measures. Complete letter exchange with IADNR and provide information to IADOT for USFWS consultation.

If No, Contact IADOT for additional information.

DETERMINATION OF EFFECT

☒ No Effect ☐ May Affect – Not Likely to Adversely Affect
☐ May Affect – Likely to Adversely Affect

Measures to avoid or minimize

N/A

References:

☒ Natural Areas Inventory ☐ IA DNR Environmental Review Letter ☒ Aerial Photos ☐ Soils of Concern Data
☒ IA DNR Website ☐ USFWS Website ☒ Other: 2009 habitat survey and Google Earth

Print Name of Preparer and Name of Organization:

Meagan Schnoor, HDR

Date:

12/3/14

Agency Concurrence:

Date:



Determination of Effect for Threatened & Endangered Species For Local Public Agencies

Form xxx (05-14)

Project Description: Eastern Hills Drive and Connecting Roadways, Council Bluffs, IA	Plan Turn-in Date:	County: Pottawattamie
Project No.: HDP-1642(645)-71-78		Section/Township/Range: S34, T- 75N, R- 43W
Determine what species to look for: Check IADNR and USFWS website. Attach findings. List species noted on IADNR website: Natural Areas Inventory for Pottawattamie County on October 13, 2014: Ornate box turtle List species noted on USFWS website: IPaC for Project Area on October 13, 2014		
Describe the habitat in your project area: Attach photos. The Project is located between US Highway 6 and Iowa Highway 92 in Council Bluffs, Iowa. The northern portion of the Project is immediately adjacent to roadway right-of-way, treed areas and agriculture. The southern portion of the Project is located adjacent to suburban residential areas, treed areas and agriculture. The 2009 habitat survey did not identify sand dunes adjacent to prairies in the project area. A Google Earth review of the expanded study area, a 7.3 acre area of IA 92 from State Orchard Road/Concord Loop to Somerset Avenue, also did not find suitable habitat.		
Review habitat characteristics as described on IADNR and USFWS websites, is there habitat? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If No, mark No Effect and Section 7 is complete. Submit form with attachments. If Yes, move on to the next question.		
Will the project affect potentially suitable habitat? <input type="checkbox"/> Yes <input type="checkbox"/> No If No, mark No Effect and Section 7 is complete. Submit form with attachments. If Yes, move on to the next question.		
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N/A		
References: <input checked="" type="checkbox"/> Natural Areas Inventory <input type="checkbox"/> IA DNR Environmental Review Letter <input checked="" type="checkbox"/> Aerial Photos <input type="checkbox"/> Soils of Concern Data <input checked="" type="checkbox"/> IA DNR Website <input type="checkbox"/> USFWS Website <input checked="" type="checkbox"/> Other: 2009 habitat survey and Google Earth		
Print Name of Preparer and Name of Organization: Meagan Schnoor, HDR		Date: 12/3/14
Agency Concurrence:		Date:



Determination of Effect for Threatened & Endangered Species For Local Public Agencies

Form xxx (05-14)

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Project No.: HDP-1642(645)-71-78		Section/Township/Range: S34, T- 75N, R- 43W
Determine what species to look for: Check IADNR and USFWS website. Attach findings. List species noted on IADNR website: Natural Areas Inventory for Pottawattamie County on October 13, 2014: Western worm snake List species noted on USFWS website: IPaC for Project Area on October 13, 2014		
Describe the habitat in your project area: Attach photos. The Project is located between US Highway 6 and Iowa Highway 92 in Council Bluffs, Iowa. The northern portion of the Project is immediately adjacent to roadway right-of-way, treed areas and agriculture. The southern portion of the Project is located adjacent to suburban residential areas, treed areas and agriculture. The 2009 habitat survey did not identify damp woodland areas along streams with fallen logs or other debris in the project area. A Google Earth review of the expanded study area, a 7.3 acre area of IA 92 from State Orchard Road/Concord Loop to Somerset Avenue, also did not find suitable habitat.		
Review habitat characteristics as described on IADNR and USFWS websites, is there habitat? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If No, mark No Effect and Section 7 is complete. Submit form with attachments. If Yes, move on to the next question.		
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Print Name of Preparer and Name of Organization: Meagan Schnoor, HDR		Date: 12/3/14
Agency Concurrence:		Date:

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APPENDIX D
PUBLIC INFORMATION MEETING MATERIALS AND NEWSLETTERS

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PUBLIC INFORMATION MEETING MATERIALS

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Public Information Meeting Transcripts

Meetings Held On

April 10, 2008,

August 21, 2008,

November 16, 2010,

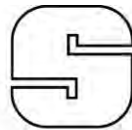
And

March 27, 2012



Pottawattamie County, Iowa

Prepared by:



SNYDER & ASSOCIATES
Engineers and Planners

Table of Contents

1. PUBLIC MEETING SUMMARY	
2. PUBLIC MEETING EXHIBITS.....	
2.1 MEETING ANNOUNCEMENTS.....	
2.2 EXHIBITS AND HANDOUTS.....	
2.3 PRESENTATIONS.....	
3. PUBLIC COMMENTS AND RESPONSES.....	
3.1 APRIL 10, 2008 MEETING	
3.2 AUGUST 21, 2008 MEETING.....	
3.3 NOVEMBER 10, 2010 MEETING.....	
3.4 MARCH 27, 2012 MEETING.....	

1 PUBLIC MEETING SUMMARY

Eastern Hills Drive is located within the City of Council Bluffs, in Pottawattamie County, Iowa. The study area for the Eastern Hills Drive Study extends between US 6 and IA 92. The proposed action is to improve the transportation network within the study limit.

The purpose of the project is to improve the transportation network east of Council Bluffs by completing Eastern Hills Drive between US 6 and IA 92, while providing improved connections to developments along Green view Road, Steven Road, and Cottonwood Road.

A public “purpose and need” public meeting was held on April 10, 2008. During this meeting, the public was introduced to the study and the purpose and need of the proposed action were explained.

Three open-house public meetings were held. The first meeting was held on August 21, 2008 at the Council Bluffs Public Library. The second meeting was held on November 16, 2010 at the Council Bluffs Public Library. The third meeting was held on March 27, 2012 at the Community Hall located at 205 S. Main Street Council Bluffs Iowa. All public meetings were held between the hours of 5:00 – 7:00 PM. Representatives working on the Environmental Impact Statement were present at each meeting to receive input, and to answer questions.

The purpose of the three open-house public meetings were to, inform the public of project progress and to gather input on various alternatives. Oral and written comments were accepted at each public meeting. The following is a summary of issues and concerns expressed at the public meetings and from the written comments received.

- **Concern regarding project impact to homeowners.** Homeowners stated that they did not want to move nor did they want a large road in front of their houses. Residents in the study area were concerned about the increase in noise and traffic that may result from the project.
- **Support for transportation network improvements.** Many area residents stated that they understood the need for improvements.
- **Concern regarding impact to Christmas tree farm.** The owners of the Christmas tree farm were concerned about the impact the project may have to their business. A few residents stated that they were concerned about the environmental impact of losing the Christmas tree farm.
- **Support for including transportation improvements for pedestrians.** A few residents stated that they would like to see the construction of a sidewalk or bicycle path included with the project.

2 PUBLIC MEETING EXHIBITS

2.1 MEETING ANNOUNCEMENTS

EASTERN HILLS DRIVE ENVIRONMENTAL IMPACT STATEMENT (EIS)

Pottawattamie County, Iowa

Open House – Initial Public Meeting

An open house/public information meeting to receive early input on the Environmental Impact Statement will be held on Thursday, April 10, 2008 from 5:00 to 7:00 PM at the Council Bluffs Public Library in Council Bluffs, Iowa.

Eastern Hills Drive EIS – Open House Initial Public Meeting

Council Bluffs Public Library

400 Willow Ave

Council Bluffs, IA 51503

Thursday, April 10, 2008

5:00 – 7:00 PM

The meeting will be informal. Representatives from the EIS study will be available to receive early input regarding the project's purpose and need, methodologies, study area transportation needs, and other items. Those with special needs who are interested in attending please contact the City of Council Bluffs Community Development (712-328-4629) three to five days prior to the meeting date so arrangements may be made. Please contact Jerry Searle or Charles Lessmann with any questions regarding this notice at (515) 964-2020.

2.2 EXHIBITS AND HANDOUTS

THE PROJECT NEWSLETTER
HANDED OUT AT THE
AUGUST 21, 2008
PUBLIC INFORMATION MEETING

POTTAWATTAMIE COUNTY, IOWA

EASTERN HILLS DRIVE ENVIRONMENTAL IMPACT STATEMENT PROJECT NEWSLETTER

Issue 1

Summer 2008



PROJECT STATUS: ALTERNATIVES DEVELOPMENT

The Environmental Impact Statement (EIS) for the proposed Eastern Hills Drive project has progressed to the identification of the Range of Alternatives. The last public information meeting for this project was held in April 2008, and discussed the project's "Purpose and Need" statement.

At this stage, a large range of specific project alternatives is proposed for the project. Agency input regarding these project alternatives was gathered in August 2008. The alternatives have been refined and will be presented for public review and comment.

The next project Public Information Meeting will be in August (see below), and will provide the opportunity to review and comment on the proposed alternatives. After the entire range of alternatives is identified, alternatives will be screened for feasibility and a smaller number of project alternatives will be carried forward for specific analysis. This is scheduled to occur in 2009.

In This Issue:

Project Status	1
Upcoming Public Meeting	1
Preliminary Purpose and Need Statement	2
Range of Alternatives	3
How You Can Participate	4

AUGUST PUBLIC INFORMATION MEETING

Thursday, August 21, 2008, 4:30 – 6:30 PM (Open House)
Council Bluffs Community Hall
205 So. Main St., Council Bluffs, IA 51503

The meeting will be a forum for public review and comment on the proposed Range of Alternatives for the proposed Eastern Hills Drive EIS project. The public will also be able to suggest additional project alternatives.

The meeting will have two parts. A revolving presentation will be shown to participants upon arrival, with an open house following to answer questions from the public one-on-one.

Please plan to attend this meeting so your opinions will be heard, and to help shape this important piece of Council Bluffs' future. If you are unable to attend, please visit the project website for meeting handouts and other project information.

Please visit the Eastern Hills Drive EIS project website for more information:
<http://publicworks.councilbluffs-ia.gov/engineering.asp?page=11>

Eastern Hills Drive Environmental Impact Statement Preliminary Purpose and Need Statement

Proposed Action

Eastern Hills Drive is located east of the City of Council Bluffs, in Pottawattamie County, Iowa. The study area extends between US 6 and IA 92. The proposed action is to improve the transportation network within the study limit.

Purpose and Need of the Proposed Action

The purpose of the study is to improve the transportation network east of Council Bluffs by completing Eastern Hills Drive between US 6 and IA 92, while providing improved connections to developments along Greenview Road, Steven Lane, and Cottonwood Road (L43).

- Provide local system transportation system continuity
- Support planned land development in Council Bluffs and Pottawattamie County
- Increase the capacity of existing roads to accommodate future traffic demands
- Improve safety or emergency access
- Congressionally-Directed Funding

Provide local system transportation system continuity: Very few local north-south roads in this area are continuous, which reduces travel path options to distribute local traffic to the regional roadways of IA 92 and US 6.

Support planned land development in Council Bluffs and Pottawattamie County: The Little Pony Creek drainage basin was identified in the 2002 Two-Mile Limit Study as having the most potential for development, with 776 existing dwelling units and a carrying capacity of 7,125 dwelling units. However, the area lacks sufficient transportation infrastructure needed to support the planned development which could utilize existing municipal utilities.

Increase the capacity of existing roads to accommodate future traffic demands: The Metropolitan Area Planning Agency's Traffic Analysis Zones (TAZs) model indicated that infill development brought on by various infrastructure improvements in the area between US 6 and IA 92 could raise the population in the area from 1,080 to 5,154 by 2035. Under those conditions, significant traffic increases are anticipated along existing roads in the project corridor.

Improve safety or emergency access: Lewis Fire District, located at Cypress Avenue and Highway 92, services the entire project area between U.S. 6 and IA 92. If there is an emergency in the northern portion of the Lewis Fire District, emergency vehicles must currently use a circumferential route to reach the scene.

Congressionally-Directed Funding: On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). In the bill, Congress mandated the completion of Eastern Hills Drive (initially referred to as the East Beltway) by directing the use of \$10,200,000 for design and construction of a roadway to serve eastern Council Bluffs.

PROPOSED PROJECT – RANGE OF ALTERNATIVES

Eastern Hills Drive is comprised of multiple roadway segments (see enclosed exhibit). Segments A, B, C, and D were prioritized for NEPA classification by the joint lead agencies, and are the segments analyzed in the Eastern Hills Drive Environmental Impact Statement (EIS). The Eastern Hills Drive EIS is in the Range of Alternatives development phase. Comments on the proposed alternatives will be incorporated into future alternative alignments.

No-build alternatives, which include any minor improvements already included in the long-range transportation plan as well as normal maintenance activities, will be considered in the EIS for each of the following segments:

SEGMENTS A and B

Segments A and B were constructed in 2006, as a two-lane roadway between US 6 and Cedar Lane. The project was funded in part by the City of Council Bluffs, Pottawattamie County, and the Iowa DOT RISE program. The EIS will consider widening the existing roadway to increase capacity.

SEGMENT C

Segment C extends between Cedar Lane and State Orchard Road. Part of Segment C was constructed as part of the public improvements associated with the Hills of Cedar Creek subdivision. The EIS will consider widening the existing portion of Segment C and providing a connection to Steven Lane.

- Steven Lane is the east-west roadway intersecting Segment C of Eastern Hills Drive. Steven Lane will provide a connection back to Interstate-80 via Madison Avenue, west of the Study Corridor. The portion of Steven Lane analyzed in the EIS is between Norwood Drive and Eastern Hills Drive. Possible future alignments under consideration for Steven Lane include a northern corridor along existing Cedar Lane, or a southern extension of existing Steven Lane.

SEGMENT D

Segment D extends along Little Pony Creek between State Orchard Road/Eastern Hills Drive to IA Highway 92/State Orchard Road/Concord Loop. Segment D will include an intersection with and improvements to Greenview Road.

- There are four alternatives for the future alignment of State Orchard Rd.: one along existing State Orchard Rd., and 3 on the east side of Little Pony Creek.
- Greenview Road is the east-west roadway intersecting Segment D of Eastern Hills Drive. The portion of Greenview Road analyzed in the EIS is between County Road L-43 and the first residential road west of State Orchard Road. Possible future improvements under consideration in the EIS include widening and resurfacing the roadway on existing alignment.

City of Council Bluffs Public Works
209 Pearl Street
Council Bluffs, IA 51503

Mail to:

**EASTERN HILLS DRIVE
ENVIRONMENTAL IMPACT STATEMENT
PROJECT NEWSLETTER**

Issue 1

Summer 2008

How You Can Participate:

- Mail written public comments to:
City of Council Bluffs Public Works
209 Pearl Street
Council Bluffs, IA 51503
- Attend the Public Information Meeting on August 21, 2008 at:
Council Bluffs Community Hall
205 So. Main Street
Council Bluffs, IA 51503
- Review project documents on the project website
- Call the City of Council Bluffs Public Works with questions or project comments, at (712) 328-4634

Please visit the Eastern Hills Drive EIS project website for more information:
<http://publicworks.councilbluffs-ia.gov/engineering.asp?page=11>

THE PROJECT NEWSLETTER
HANDED OUT AT THE
MARCH 27, 2012
PUBLIC INFORMATION MEETING

POTTAWATTAMIE COUNTY, IOWA

Eastern Hills Drive EIS Project Newsletter

City of Council Bluffs Public Works
209 Pearl Street
Council Bluffs, IA 51503

Issue 4, Spring 2012



Mail to:

EASTERN HILLS DRIVE ENVIRONMENTAL IMPACT STATEMENT PROJECT NEWSLETTER

Issue 4

Spring 2012

How You Can Participate:

Written public comments may be mailed to: City of Council Bluffs Public Works
209 Pearl Street
Council Bluffs, IA 51503

Attend the Public Hearing
March 27, 2012
5:00pm to 7:00pm
Community Hall
205 South Main Street
Council Bluffs, Iowa 51503

At the public hearing, we will provide an opportunity for comments on the alternatives.

The project schedule and additional information may be viewed on the project website.
Please visit the Eastern Hills Drive EIS project website for more information:
<http://publicworks.councilbluffs-ia.gov/engineering.asp?page=11>

EASTERN HILLS DRIVE ENVIRONMENTAL IMPACT STATEMENT PROJECT NEWSLETTER

Issue 4

Spring 2012

Eastern Hills Drive is located within the City of Council Bluffs, in Pottawattamie County, Iowa. The study area extends between US 6 and IA 92 (See Exhibit-Page 3). The proposed action is to improve the transportation network within the study limit.

The purpose of the project is to improve the transportation network east of Council Bluffs by completing Eastern Hills Drive between US 6 and IA 92, while providing improved connections to developments along Greenview Road, Steven Road, and Cottonwood Road (L43). The project's stated needs include:

- Provide local system transportation system continuity
- Support planned land development in Council Bluffs and Pottawattamie County
- Increase the capacity of existing roads to accommodate future traffic demands
- Improve safety and emergency access
- Use Congressionally-Directed Funding

The No Build and Build Alternatives will continue to be analyzed and screened to determine alternatives to be studied further in the Environmental Impact Statement (EIS).

The alternatives carried forward must satisfy the Purpose and Need Statement because the statement outlines why the project should be completed. If an alternative cannot satisfy the needs outlined in the Purpose and Need Statement, it does not fulfill the project's goals and should not be considered further.

DRAFT ENVIRONMENTAL IMPACT STATEMENT PUBLIC HEARING

A Public Hearing will be held on March 27, 2012, between 5 and 7 pm, at the Community Hall, 205 South Main Street, Council Bluffs, Iowa, to discuss the preliminary design.

This public hearing will be conducted utilizing a combined open forum and formal format. Project team members will be present with plans, displays and related information to discuss the project informally between 5 and 6 pm. Individuals are encouraged to attend the hearing anytime during the informal session to express their views and ask questions about the proposed improvement.

A formal presentation will be made at 6 p.m. followed by a formal question and answer session. There will be a three minute limit per speaker during the question and answer session. Persons wishing to make a formal presentation will need to so designate at the time of registration. Oral and written statements will be accepted during both the open forum and the formal sessions. A copy of the DEIS will be available for inspection at the hearing and is also available for viewing at the Council Bluffs Public Library 400 Willow Avenue, Council Bluffs, IA, and at the Council Bluffs City Hall, 209 Pearl Street, Council Bluffs, IA.

A review deadline of April 10, 2012, has been established for receipt of comments on the document. All comments received on the DEIS by that date will be considered by the City of Council Bluffs and the Federal Highway Administration in their evaluation of the environmental impacts of the project. Comments on the DEIS should be submitted to Greg Reeder, City of Council Bluffs, 209 Pearl Street, Council Bluffs, Iowa 51503.

Build Alternatives

Segment A

- ### Segment B

- Build Alternative 2: Widen Eastern Hills Drive from McPherson Avenue to Cedar Lane.

Segment C

- Build Alternative 3: New Alignment between Steven Road and Eastern Hills Drive using existing Cedar Lane.
- Build Alternative 4: New Alignment between Steven Road and Eastern Hills Drive without using existing Cedar Lane.

Segment D

- Build Alternative 5: Widen existing State Orchard Road between Eastern Hills Drive and Concord Loop.
- Build Alternative 6: New Alignment between State Orchard Road and IA 92.
- Build Alternative 7: New Alignment between State Orchard Road and IA 92.
- Build Alternative 8: New Alignment between State Orchard Road and IA 92.
- Build Alternative 9: New Alignment between Eastern Hills Drive and IA 92 from the Hills of Cedar Creek Subdivision to existing 214th Street. Includes widening existing 214th Street.

Greenview Road

- Build Alternative 10: Widen existing Greenview Road from Glen Oaks Drive to County Road L43.

Environmental Resources:

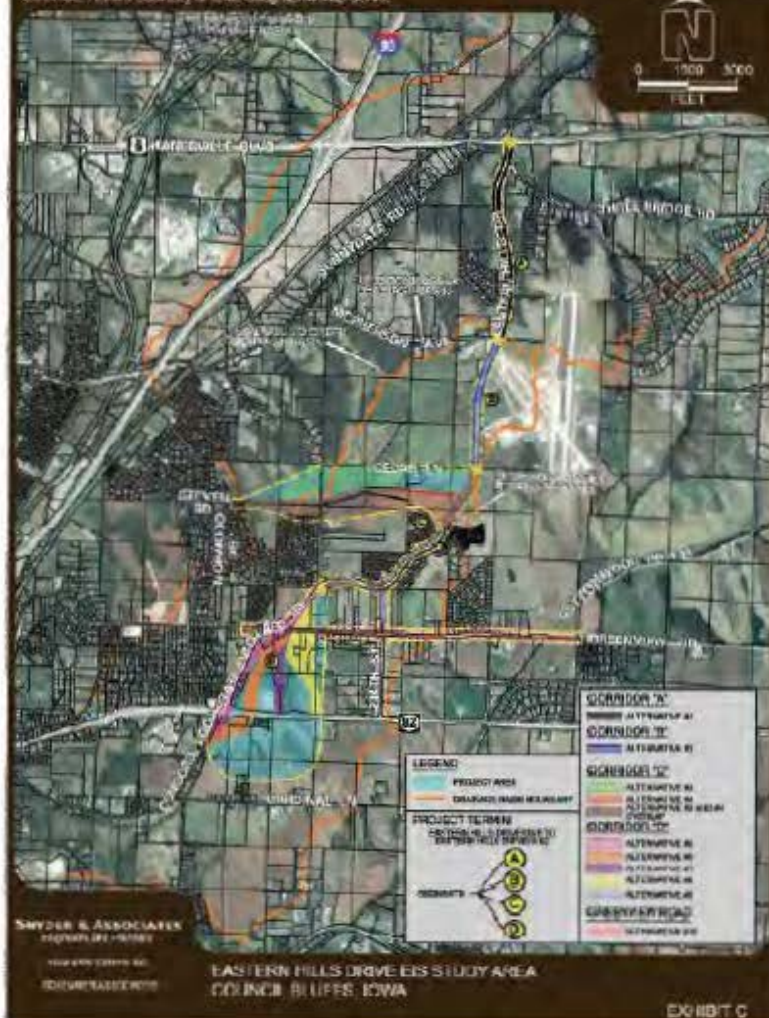
- Wetland/streams
- Cultural resources
- Hazardous materials
- Property/ROW
- The Loess Hills
- Rare, threatened and endangered species

Project Status: Agency Concurrence

The alternatives screening analysis found that of the entire range of alternatives, only Alternatives 8 and 9 should be removed from consideration. Alternatives 1,2,3,4,5,6,7 and 10 will be carried forward for additional evaluation.

Secondary Screening									Conclusions
Alternative No.	Relative and Final	Water Use/Stream	Cultural Resources	Hazardous Materials	Project Impacts	Biological Impacts	Other Species	Other Impacts	
1	Y								Very Good for riparian zone purposes
2	Segment A								This alternative should be considered further.
3	Segment B								This alternative should be considered further.
4	Segment C								This alternative should be considered further.
5	Segment D								This alternative should be considered further.
6									This alternative should be considered further.
7									This alternative should be considered further.
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9									This alternative should be considered further.
10									This alternative should be considered further.
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51									This alternative should be considered further.
52									This alternative should be considered further.
53									This alternative should be considered further.
54									This alternative should be considered further.
55									This alternative should be considered further.
56									This alternative should be considered further.
57									This alternative should be considered further.
58									This alternative should be considered further.
59									This alternative should be considered further.
60									This alternative should be considered further.

SOURCE: Apple's Country of Issue Geographic Map Service



2.3 PRESENTATIONS

POWERPOINT PRESENTATION
DELIVERED AT THE
AUGUST 21, 2008
PUBLIC INFORMATION MEETING

POTTAWATTAMIE COUNTY, IOWA

Eastern Hills Drive: Range of Alternatives

Public Information Meeting

August 21th, 2008



Welcome!

The purpose of this meeting is to provide the public the opportunity to review and comment on the proposed range of alternatives for the Eastern Hills Drive project.

Please watch this presentation for an overview of project status and the proposed road alternatives.

You will have the opportunity to suggest additional project alternatives, see project maps, ask questions of project staff, and discuss the project in the next room after the presentation during our open house segment. Thank you!

Recent Project Developments

- Completed Work
 - Project Scoping
 - Public Information Meeting
 - Purpose and Need Statement (still available for review)
- Development of Project Alternatives
- Agency Comment on Alternatives
- Range of Project Alternatives
 - All potential project alternatives for project

Project Purpose

The purpose of the proposed Eastern Hills Drive corridor is to improve the transportation network between US 6 and IA 92.

Project Need

- Provide local transportation system continuity
- Support planned land development in Council Bluffs and Pottawattamie County
- Increase the capacity of existing roads to accommodate future traffic demands
- Improve safety or emergency access
- Use Congressionally-Directed Funding

Study Area

The study area for the Eastern Hills Drive project has evolved based on public and public agency comments.

The Eastern Hills Drive project's original study area was a larger area between US 6 and IA 92, including improvements to Steven Lane and Cedar Lane and Greenview Road.

Public comments from the first public information meeting included concerns about impacts to the housing development on State Orchard Road, west of Little Pony Creek. Those comments resulted in three alternatives being added to the east side of Little Pony Creek.

The connection between Eastern Hills Drive and L43 was removed from consideration to limit future development to the Little Pony Creek drainage basin.



Original study area

Study Area

During the project's scoping process, several public agencies recommended the project not impact Little Pony Creek or its associated wetlands.

Army Corps of Engineers also recommended the use of "green infrastructure" to encourage storm water infiltration rather than runoff.

Additionally, the Loess Hills may not be used as a borrow site.

These agency comments agreed with public comments received after the first public meeting.



Current study area with alternatives

Proposed Range of Alternatives

The figure on the right shows the range of alternatives being considered for the Eastern Hills Drive project.

A No Build Alternative is also being considered.

Eastern Hills Drive is comprised of multiple roadway segments. Segments A, B, C, and D are the segments analyzed in the Eastern Hills Drive Environmental Impact Statement (EIS).



Segments A and B

- Segments A and B were constructed in 2006, as a two-lane roadway between US 6 and Cedar Lane.
- The project was funded in part by the City of Council Bluffs, Pottawattamie County, and the Iowa DOT RISE program.
- The EIS will consider widening the existing roadway to increase capacity.



Segment C



- Segment C extends between Cedar Lane and State Orchard Road. The EIS will consider widening the existing portion of Segment C and providing a connection to Steven Lane.
- Steven Lane is the east-west roadway intersecting Segment C of Eastern Hills Drive. Possible future alignments under consideration for Steven Lane include a northern corridor along existing Cedar Lane, or a southern extension of existing Steven Lane.

Segment D



- Segment D extends along Little Pony Creek between State Orchard Road/Eastern Hills Drive to IA Highway 92/State Orchard Road/Concord Loop. Segment D will include an intersection with and improvements to Greenview Road.
- There are four alternatives for the future alignment of State Orchard Rd.: one along existing State Orchard Rd., and 3 on the east side of Little Pony Creek.
- Greenview Road is the east-west roadway intersecting Segment D of Eastern Hills Drive. Possible future improvements under consideration in the EIS include widening and resurfacing the roadway on existing alignment.

No Build Alternative

A No Build Alternative is included in the range of alternatives.

The No Build alternative is a “no action” alternative, and means that the Eastern Hills Drive project, or a similar new facility or transportation improvement that has not been planned, would not be constructed.

However, the No Build Alternative allows for all the normal maintenance, minor improvements, and transportation projects already included in the long-range transportation plan to be constructed, except for the Eastern Hills Drive project.

Project Status

- Presently, the Eastern Hills Drive project status is focused on collecting public and agency input regarding the proposed range of project alternatives.
- After comments have been received, an analysis will be completed for the study area to determine how the proposed alternatives meet the project purpose and need statement, in addition to a general analysis for the project study area.
- Project alternatives that meet the project purpose and need statement will be carried forward for specific alternatives analysis.
- It is projected that alternatives to be carried forward may be identified by mid-2009.

Environmental Analysis is being completed or will be completed for project alternatives that meet the Purpose and Need of the project:

- | | |
|--|---|
| • Geotechnical | • Traffic/transportation |
| • Land Use | • Socioeconomic/
Environmental Justice |
| • Cultural Resources | • Regulated Materials |
| • Wetlands | • Farmland |
| • Threatened and Endangered
Species | • Bicycles and Pedestrians |
| • Section 4(f) | • Biotic Communities |
| • Water and Air Quality | • Traffic noise |
| • Parks/Public Use Lands | • Floodplains |

Thank you for your participation!

- If you did not see the entire presentation, please stay here to see the entire presentation.
- Open House Segment
 - Stations with proposed alternatives, other project information
- Please visit the stations, ask questions
- Public comment opportunities
 - Written comments

POWERPOINT PRESENTATION
DELIVERED AT THE
NOVEMBER 16, 2010
PUBLIC INFORMATION MEETING

POTTAWATTAMIE COUNTY, IOWA





Public Information Meeting


Range of Alternatives

November 16, 2010

Eastern Hills Drive & Connecting Roadways
Environmental Impact Statement (EIS)

Project No. HDP-1642(645)-71-78



Purpose of the Meeting

- Discuss the field-gathered information for sensitive areas (wetlands, waters of the U.S., floodplains, threatened and endangered species, Section 106 properties, hazardous materials, etc).
- Refinement of the alternatives to be carried forward.
- Additional public input and feedback.

Project Purpose

The purpose of the study is to improve the transportation network east of Council Bluffs by completing Eastern Hills Drive between US 6 and IA 92, while providing improved connections to developments along Greenview Road, Steven Lane, and County Road L43.

Project Need

- **Provide local transportation system continuity** – There are no local north-south roads in this area which are continuous between Iowa State Highway 92 (IA 92) and US Highway 6 (US 6).
- **Support planned land development in Council Bluffs and Pottawattamie County** – The Little Pony Creek drainage basin was identified in the 2002 Two-Mile Limit Study as having the most potential for development, with 776 existing dwelling units and a carrying capacity of 7,025 dwelling units.¹
- **Accommodate future traffic demands** – The Metropolitan Area Planning Agency's Traffic Analysis Zones (TAZs) model indicated that infill development brought on by various infrastructure improvements in the area between US 6 and IA 92 could raise the population in the area from 1,080 to 5,154 by 2035.² Under those conditions, significant traffic increases are anticipated along existing roads in the project corridor.

¹ "Two-Mile Limit Study," Snyder & Associates, Inc., 2002. Performed for the City of Council Bluffs, Iowa and Pottawattamie County. Pg. 2-6. Ibid., Appendix A, p. 6.

Project Need (cont.)

- **Improve emergency access** - Lewis Township Fire District, located at Cypress Avenue and IA 92, services the entire project area between US 6 and IA 92. If there is an emergency in the northern portion of the Lewis Township Fire District, emergency vehicles must currently use a circumferential route to reach the scene.
- **Use Congressionally-Directed Funding** - On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). In the bill, Congress mandated the completion of Eastern Hills Drive (initially referred to as the East Beltway) by directing the use of \$10,200,000 for design and construction of a roadway to serve eastern Council Bluffs. There was also an additional \$3,500,000 in Congressional appropriations dedicated to the project in FY05.

Eastern Hills Drive EIS Study Area

- Exhibit C

(Includes 214th Street Alternative suggested in August 21, 2008 public meeting)



Range of Alternatives

No Build Alternative:

The No Build Alternative allows for maintenance of the existing transportation system, but does not include the construction of any alternatives considered in the EIS.

Segments A & B



Range of Alternatives

Build Alternatives:

Segment A

Build Alternative 1: Widen Eastern Hills Drive from 2 to 4 lanes between US 6 and McPherson Avenue.

Range of Alternatives

Build Alternatives:

Segment B

Build Alternative 2: Widen Eastern Hills Drive from 2 to 4 lanes between McPherson Avenue and Cedar Lane.

Segment C



Range of Alternatives

Build Alternatives:

Segment C

Build Alternative 3: New Alignment between Steven Road and Eastern Hills Drive using existing Cedar Lane.

Build Alternative 4: New Alignment between Steven Road and Eastern Hills Drive without using existing Cedar Lane.

(Overlap of alternatives shown in brown)

Segment D

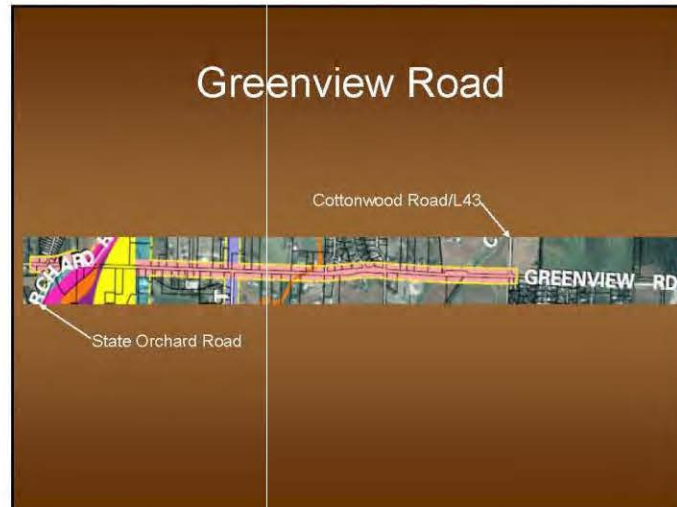


Range of Alternatives

Build Alternatives:

Segment D

- Build Alternative 5: Widen existing State Orchard Road between Eastern Hills Drive and Concord Loop.
- Build Alternative 6: New Alignment between State Orchard Road and IA 92.
- Build Alternative 7: New Alignment between State Orchard Road and IA 92.
- Build Alternative 8: New Alignment between State Orchard Road and IA 92.
- Build Alternative 9: New Alignment between Eastern Hills Drive and IA 92 from the Hills of Cedar Creek Subdivision to existing 214th Street. Includes widening existing 214th Street.



Range of Alternatives

Build Alternatives:

Greenview Road

Build Alternative 10: Widen existing Greenview Road between Glen Oaks Drive and County Road L43.

Project Need #1: Provide local transportation system continuity

Does the alternative provide local system continuity between IA 92 and US 6?

When Build Alternatives from Segments A, B, C, and D are combined together, all combinations of the Build Alternatives provide local transportation system continuity.

Project Need: Support planned land development in Council Bluffs and Pottawattamie County

Will the alternative support planned land development in Council Bluffs and Pottawattamie County?

When Build Alternatives from Segments A, B, C, and D are combined together, all combinations of the Build Alternatives support planned land uses for the City of Council Bluffs and Pottawattamie County.

Project Need: Accommodate future traffic demands

Will the alternative accommodate future traffic demands?

Table 1: Maximum Year 2035 Traffic Volumes for each Alternative compared to the Year 2035 No Build Alternative.

Alternative No. :	2004 Average Daily Traffic	Maximum Year 2035 VPD: No Build Alternative	Maximum Year 2035 VPD: Build Alternative
Segment A			
1	3,100	7,700	8,300
Segment B			
2	1,100	7,700	8,300
Segment C			
3 – North/South	N/A	N/A	9,000
3 – East/West	N/A	N/A	1,900
4 – North/South	N/A	N/A	9,000
4 – East/West	N/A	N/A	1,900
Segment D			
5	2,000	10,100	13,400
6	N/A	N/A	13,400
7	N/A	N/A	13,400
8	N/A	N/A	13,400
9	320	4,100*	6,900
Greenview Road			
10	3,000	6,400	7,600

* 214th Street from IA 92 to Greenview Road only

Project Need: Accommodate future traffic demands

Build Alternatives 1-8 and 10 accommodate future traffic demands. Maximum Year 2035 traffic volumes are highest in Segment D, among the four Alternatives closest to State Orchard Road (Alternatives 5-8).

Project Need: Improve emergency access

Will the alternative improve emergency response times to serve homes within the City of Council Bluffs and unincorporated Pottawattamie County?

**Project Need:
Improve emergency access**

Build Alternatives 1-10 decrease emergency response times. Segment D alternatives closest to the State Orchard Road/IA 92 intersection have the lowest response times throughout the Lewis Township Fire District.

**Project Need: Use
Congressionally-directed funding**

Build Alternatives 1-10 use congressionally-directed funds to construct a contiguous transportation network in the City of Council Bluffs and Pottawattamie County.

Alternatives Screening Summary

Table 2: Alternatives vs. Purpose and Need Statement

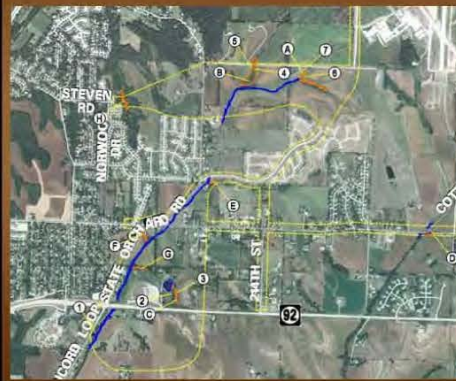
	#1: System Continuity	#2: Support planned development	#3: Accommodate future traffic demands	#4: Improve emergency access	Use Congressionally-directed funding	Alternative Screening Results
No Build Alternative						Carry forward for comparison purposes
Alternative 1	✓	✓	✓	✓	✓	
Alternative 2	✓	✓	✓	✓	✓	
Alternative 3	✓	✓	✓	✓	✓	
Alternative 4	✓	✓	✓	✓	✓	
Alternative 5	✓	✓	✓	✓	✓	
Alternative 6	✓	✓	✓	✓	✓	
Alternative 7	✓	✓	✓	✓	✓	
Alternative 8	✓	✓	✓	✓	✓	
Alternative 9	✓	✓		✓	✓	Remove
Alternative 10	✓	✓	✓	✓	✓	

Secondary Screening: Environmental Resources

Undertake analysis for disproportionate impacts to:

- Wetlands/streams
- Cultural Resources
- Hazardous Materials
- Properties/ROW
- Floodplains
- Loess Hills landform
- Rare, Threatened, and Endangered Species

Wetlands: Exhibit D



Wetland ID	Area (ac.)	Forested, Emergent
Wetland A	1.15	F: 40%, E: 60%
Wetland B	3.55	F: 60%, E: 40%
Wetland C	0.15	F: 10%, E: 90%
Wetland D	0.09	F: 100%
Wetland E	0.13	F: 10%, E: 90%
Wetland F	0.31	F: 100%
Wetland G	0.15	F: 100%
Wetland H	0.73	F: 100%

Source: S&A, Inc. Wetland Determination, 2009

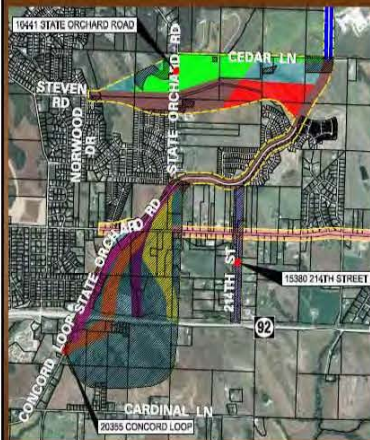
Table 4: Potential Wetland and Stream Impacts sorted by Build Alternative.

Alternative No.:	Wetland ID	Linear Feet (LF) of Stream	No. of Stream Crossings
Segment A			
1	--	~ 100 LF of Little Mosquito Creek	1
Segment B			
2	--	--	--
Segment C			
3	A, B, H	~1750 LF of Little Pony Creek	0
4	H	~1000 LF of Little Pony Creek	1
Segment D			
5	F	~8000 LF of Little Pony Creek	0
6	G	~2000 LF of Little Pony Creek	1
7	C	~2000 LF of Little Pony Creek	1
8	E	~600 LF of Little Pony Creek	1
9	--	--	0
Greenview Road			
10	D	~100 LF of Pony Creek	1

Cultural Resources: Exhibit F

Shaded portions indicate areas where a full Phase 1 Archaeological Assessment is recommended if the Alternative is carried forward.

SHPO concurrence (R&C: 071278075) on these findings was received June 29, 2009.



Hazardous Materials: Exhibit G

Table 6: Facilities listed on EPA or Iowa DNR environmental records databases in descending order of proximity from the project study area.

Facility Name	Address	AET Map-specified search distance (mile)	Environmental Records Database	Distance from Subject Property (mile)	Recognized Environmental Condition (REC)
Forest Ridge Subdivision	Steven Rd. and Norwood Dr.	N/A	FINDS	On Subject Property	No
Dean Bennett Landscaping Company	15935 State Orchard Road	Subject Property and Adjoining	UST HIST UST	0.05	No
Council Bluffs Airport Authority	15901 McCandless Ln #2	0.5	UST HIST UST HIST LUST	0.05	No
U-Stop #21	19900 Virginia Hills Road	0.5	UST LUST HIST LUST	0.98	No
Rita Pearson	Route 3	Subject Property and Adjoining	UST	0.40	No

Property Impacts

Alternative No.:	Number of Parcels Present
Segment A	
1	--
Segment B	
2	--
Segment C	
3	28
4	29
Segment D	
5	28
6	17
7	11
8	14
9	22
Greenview Road	
10	75

Floodplain Impacts: Exhibit I

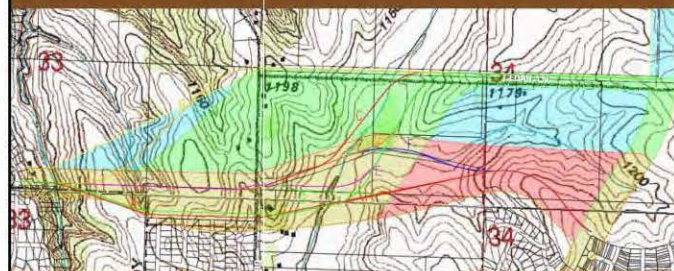
Alternative No.:	Area within the 100 year floodplain (Ac.)
Segment A	
1	--
Segment B	
2	--
Segment C	
3	--
4	--
Segment D	
5	16
6	6
7	--
8	--
9	--
Greenview Road	
10	6

Rare, Threatened, and Endangered (RTE) Species: Exhibit J

- Primary search areas:
- Waters of the U.S. (blue)
 - Wetlands (orange)
 - Forested Areas (red)



Loess Hills Impacts: Segment C



Segment C	Alignment	Cut	Fill
3	B	173,000	442,000
3	C	106,000	176,000
3	D	110,000	97,000
3	E	118,000	96,000
4	A	101,000	97,000
4	F	95,000	89,000
4	G	119,000	176,000

Fill includes a 35% adjustment factor.

Exhibit K

Loess Hills Impacts: Segment D



Segment D	Alignment	Cut	Fill
1	A	11,750	24,300
2	B	20,000	42,200
3	C	7,300	40,000
4	A	1,400	19,000
5	B	20,000	44,000
6	C	20,250	50,000
7	D	27,700	23,700
8	A	38,300	39,000
9	B	22,000	30,000
10	C	15,000	43,000
11	A	73,000	124,500
12	B	107,700	62,400
13	B	51,700	47,000

Fill includes a 35% adjustment factor.

Alternative B is discarded.

Exhibit L

Alternative Screening Conclusions

Table 10: Alternative Screening Analysis Conclusions

Initial Screening		Secondary Screening							Conclusions
Alternative No.	Purpose and Need	Wetlands/Streams	Cultural Resources	Hazardous Materials	Property Impacts	Floodplain Impacts	RTE Species	Loess Hills Impacts	
No Build	X								Carry forward for comparison purposes.
Segment A									This alternative should be considered further.
1									
Segment B									This alternative should be considered further.
2									
Segment C									This alternative should be considered further.
3									
4									This alternative should be considered further.
Segment D									This alternative should be considered further.
5									This alternative should be considered further.
6									This alternative should be considered further.
7									This alternative should be considered further.
8								X	Do not consider further.
9	X								Do not consider further.
Greenview Rd.									
10									This alternative should be considered further.

What is Next?

Concurrence Point 4

- Detailed development of the remaining alternatives
- Additional studies and meetings for alternatives carried forward

Thank you for your participation.

Please proceed to the stations for additional information. Project staff will assist you with questions. Questions and comments can also be submitted by filling out the Comment Sheets.

POWERPOINT PRESENTATION
DELIVERED AT THE
MARCH 27, 2012
PUBLIC INFORMATION MEETING

POTTAWATTAMIE COUNTY, IOWA

Public Information Meeting

March 27, 2012

Eastern Hills Drive &
Connecting Roadways

Environmental Impact Statement (EIS)

Project No. HDP-1642(645)-71-78



Service & Associates



Purpose of the Meeting

- Draft EIS signed by Iowa DOT and FHWA
- Refinement of the alternatives to be carried forward.
- Additional public input and feedback.
- Comments due May 7, 2012

Project Purpose

The purpose of the study is to improve the transportation network east of Council Bluffs by completing Eastern Hills Drive between US 6 and IA 92, while providing improved connections to developments along Greenview Road, Steven Lane, and County Road L43.

Project Need

- **Provide local transportation system continuity** – There are no local north-south roads in this area which are continuous between Iowa State Highway 92 (IA 92) and US Highway 6 (US 6).
- **Support planned land development in Council Bluffs and Pottawattamie County** – The Little Pony Creek drainage basin was identified in the 2002 Two-Mile Limit Study as having the most potential for development, with 776 existing dwelling units and a carrying capacity of 7,025 dwelling units.¹²
- **Accommodate future traffic demands** – The Metropolitan Area Planning Agency's Traffic Analysis Zones (TAZs) model indicated that infill development brought on by various infrastructure improvements in the area between US 6 and IA 92 could raise the population in the area from 1,080 to 5,154 by 2035.¹³ Under those conditions, significant traffic increases are anticipated along existing roads in the project corridor.

¹² "Two-Mile Limit Study," Snyder & Associates, Inc., 2002. Performed for the City of Council Bluffs, Iowa and Pottawattamie County. Pg. 2-6. Ibid., Appendix A, p. 6.

Project Need (cont.)

- **Improve emergency access** - Lewis Township Fire District, located at Cypress Avenue and IA 92, services the entire project area between US 6 and IA 92. If there is an emergency in the northern portion of the Lewis Township Fire District, emergency vehicles must currently use a circumferential route to reach the scene.

Eastern Hills Drive EIS Study Area

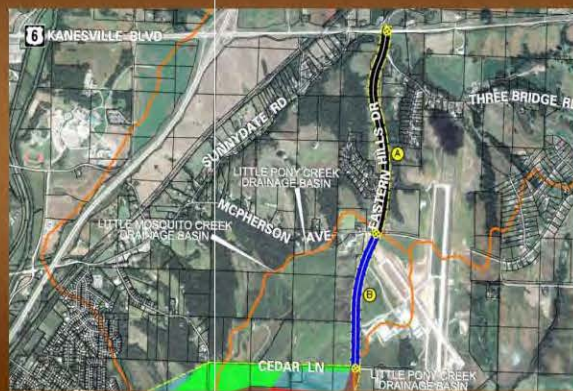


Range of Alternatives

No Build Alternative:

The No Build Alternative allows for maintenance of the existing transportation system, but does not include the construction of any alternatives considered in the EIS.

Segments A & B



Range of Alternatives

Build Alternatives:

Segment A

Build Alternative 1: Widen Eastern Hills Drive from 2 to 4 lanes between US 6 and McPherson Avenue.

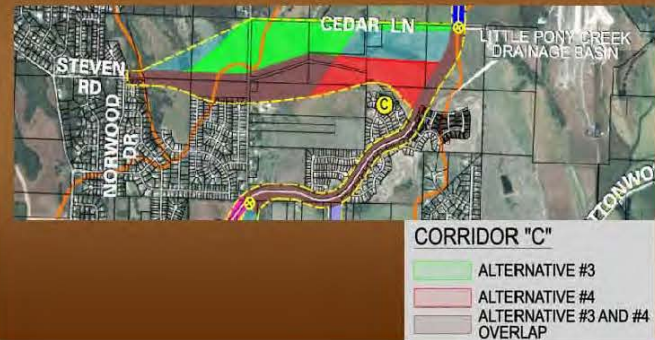
Range of Alternatives

Build Alternatives:

Segment B

Build Alternative 2: Widen Eastern Hills Drive from 2 to 4 lanes between McPherson Avenue and Cedar Lane.

Segment C



Range of Alternatives

Build Alternatives:

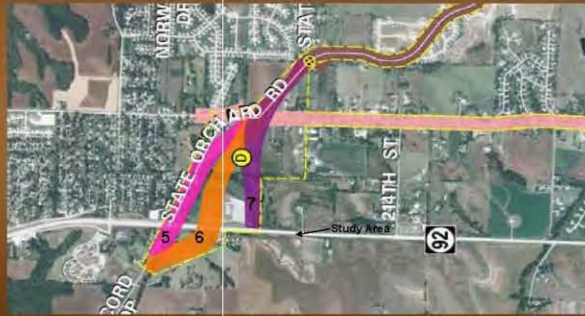
Segment C

Build Alternative 3: New Alignment between Steven Road and Eastern Hills Drive using existing Cedar Lane.

Build Alternative 4: New Alignment between Steven Road and Eastern Hills Drive without using existing Cedar Lane.

(Overlap of alternatives shown in brown)

Segment D



Range of Alternatives

Build Alternatives:

Segment D

- Build Alternative 5: Widen existing State Orchard Road between Eastern Hills Drive and Concord Loop.
- Build Alternative 6: New Alignment between State Orchard Road and IA 92.
- Build Alternative 7: New Alignment between State Orchard Road and IA 92.

Greenview Road



Range of Alternatives

Build Alternatives:

Greenview Road

Build Alternative 10: Widen existing Greenview Road between Glen Oaks Drive and County Road L43.

**Project Need: Provide local
transportation system continuity**

Does the alternative provide local system
continuity between IA 92 and US 6?

When Build Alternatives from Segments A,
B, C, and D are combined together, all
combinations of the Build Alternatives
provide local transportation system
continuity.

**Project Need: Support planned
land development in Council Bluffs
and Pottawattamie County**

Will the alternative support planned land development in
Council Bluffs and Pottawattamie County?

When Build Alternatives from Segments A, B, C, and D
are combined together, all combinations of the Build
Alternatives support planned land uses for the City of
Council Bluffs and Pottawattamie County.

Project Need: Accommodate future traffic demands

Will the alternative accommodate future traffic demands?

Table 1: Maximum Year 2035 Traffic Volumes for each Alternative compared to the Year 2035 No Build Alternative.

Alternative No. :	2004 Average Daily Traffic	Maximum Year 2035 VPD: No Build Alternative	Maximum Year 2035 VPD: Build Alternative
Segment A			
1	3,100	7,700	8,300
Segment B			
2	1,100	7,700	8,300
Segment C			
3 – North/South	N/A	N/A	9,000
3 – East/West	N/A	N/A	1,900
4 – North/South	N/A	N/A	9,000
4 – East/West	N/A	N/A	1,900
Segment D			
5	2,000	10,100	13,400
6	N/A	N/A	13,400
7	N/A	N/A	13,400
Greenview Road			
10	3,000	6,400	7,600

* 214th Street from IA 92 to Greenview Road only

**Project Need: Accommodate future
traffic demands**

Build Alternatives 1-7 and 10 accommodate future traffic demands. Maximum Year 2035 traffic volumes are highest in Segment D, among the four Alternatives closest to State Orchard Road (Alternatives 5-7).

**Project Need:
Improve emergency access**

Will the alternative improve emergency response times to serve homes within the City of Council Bluffs and unincorporated Pottawattamie County?

Project Need: Improve emergency access

Build Alternatives 1-8 and 10 decrease emergency response times. Segment D alternatives closest to the State Orchard Road/IA 92 intersection have the lowest response times throughout the Lewis Township Fire District.

Wetlands

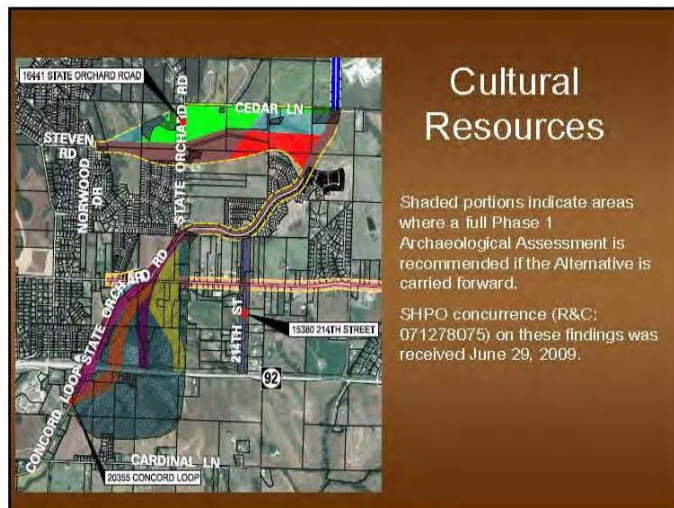


Wetland ID	Area (ac.)	Forested, Emergent
Wetland A	1.15	F: 40%, E: 60%
Wetland B	3.56	F: 60%, E: 40%
Wetland C	0.15	F: 10%, E: 90%
Wetland D	0.09	F: 100%
Wetland E	0.13	F: 10%, E: 90%
Wetland F	0.31	F: 100%
Wetland G	0.15	F: 100%
Wetland H	0.73	F: 100%

Source: S&A, Inc. Wetland Determination, 2009

Table 4: Potential Wetland and Stream Impacts sorted by Build Alternative.

Alternative No.:	Wetland ID	Linear Feet (LF) of Stream	No. of Stream Crossings
Segment A			
1	—	~ 100 LF of Little Mosquito Creek	1
Segment B			
2	—	—	—
Segment C			
3	A, B, H	~1750 LF of Little Pony Creek	0
4	H	~1000 LF of Little Pony Creek	1
Segment D			
5	F	~6000 LF of Little Pony Creek	0
6	G	~2000 LF of Little Pony Creek	1
7	C	~2000 LF of Little Pony Creek	1
Greenview Road			
10	D	~100 LF of Pony Creek	1



Hazardous Materials

Facilities listed on EPA or Iowa DNR environmental records databases in descending order of proximity from the project study area.

Facility Name	Address	ASITM-specified search distance (miles)	Environmental Records Database	Distance from Subject Property (miles)	Recognized Environmental Condition (RECIP)
Forest Ridge Subdivision	Steven Rd. and Norwood Dr.	N/A	FNDS	On Subject Property	No
Dean Bennett Landscape Company	16750 State Orchard Road	Subject Property and Adjoining	UST HIST UST	0.09	No
Council Bluffs Airport Authority	16801 McCandless Ln #2	0.3	UST HIST UST HIST UST	0.05	No
U-Store #21	19900 Virginia Hills Road	0.5	UST HIST UST	0.38	No
Rita Pearson	Route 3	Subject Property and Adjoining	UST	0.40	No

Property Impacts

Alternative No.:	Number of Parcels Present
Segment A	
1	--
Segment B	
2	--
Segment C	
3	28
4	29
Segment D	
5	28
6	17
7	11
Greenview Road	
10	75

Floodplain Impacts

Alternative No.:	Area within the 100 year floodplain (Ac.)
Segment A	
1	—
Segment B	
2	—
Segment C	
3	—
4	—
Segment D	
5	15
6	8
7	—
Greenview Road	
10	8

Rare, Threatened, and Endangered (RTE) Species

Primary search areas:

- Waters of the U.S. (blue)
- Wetlands (orange)
- Forested Areas (red)



	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6	Alt 7	Alt 10	Not Build
Community Facilities	No community facilities would be impacted	No community facilities would be impacted	No community facilities would be impacted	No community facilities would be impacted	No community facilities would be impacted	No community facilities would be impacted	No community facilities would be impacted	No community facilities would be impacted	No community facilities would be impacted
Public Lands and Facilities	No public lands or facilities would be impacted	No public lands or facilities would be impacted	No public lands or facilities would be impacted	No public lands or facilities would be impacted	No public lands or facilities would be impacted	No public lands or facilities would be impacted	No public lands or facilities would be impacted	No public lands or facilities would be impacted	No public lands or facilities would be impacted
Contaminated Sites	One site	One site	One site	None	None	None	None	None	None
Noise	The FHWA NAC would not be exceeded	The FHWA NAC would not be exceeded	The FHWA NAC would not be exceeded	The FHWA NAC would not be exceeded	The FHWA NAC would not be exceeded	The FHWA NAC would not be exceeded	The FHWA NAC would not be exceeded	The FHWA NAC would not be exceeded	The FHWA NAC would not be exceeded
Wetland	No wetlands would be impacted	No wetlands would be impacted	Approximately 0.50 acres will be impacted	Approximately 0.03 acres will be impacted	Approximately 0.03 acres will be impacted	Approximately 0.03 acres will be impacted	Approximately 0.03 acres will be impacted	Approximately 0.03 acres will be impacted	Approximately 0.03 acres will be impacted
Woodlands	No woodlands would be impacted	No woodlands would be impacted	Approximately 3.7 acres will be impacted	Approximately 3.4 acres will be impacted	Approximately 3.4 acres will be impacted	Approximately 3.4 acres will be impacted	Approximately 3.4 acres will be impacted	Approximately 3.4 acres will be impacted	Approximately 3.4 acres will be impacted
Threatened and endangered species	No known threatened or endangered species or other would be impacted	No known threatened or endangered species or other would be impacted	No known threatened or endangered species or other would be impacted	No known threatened or endangered species or other would be impacted	No known threatened or endangered species or other would be impacted	No known threatened or endangered species or other would be impacted	No known threatened or endangered species or other would be impacted	No known threatened or endangered species or other would be impacted	No known threatened or endangered species or other would be impacted
Fill in 100-year floodplain	The 100-year floodplain would not be impacted	The 100-year floodplain would not be impacted	The 100-year floodplain would not be impacted	The 100-year floodplain would not be impacted	The 100-year floodplain would not be impacted	The 100-year floodplain would not be impacted	The 100-year floodplain would not be impacted	The 100-year floodplain would not be impacted	The 100-year floodplain would not be impacted
Stream crossings	There are no stream crossings	There are no stream crossings	One stream will be crossed	Two streams will be crossed	Little Missouri Creek will be crossed twice	Little Missouri Creek will be crossed twice	Little Missouri Creek will be crossed twice	Two streams will be crossed	There are no stream crossings
Number of homes displaced	0	0	9	1	11	9	2	0	0
Number of acres required for construction	0	0	28	29	30	31	30.5	0	0
Farmlands	No significant impact to farmland	No significant impact to farmland	No significant impact to farmland	No significant impact to farmland	No significant impact to farmland	No significant impact to farmland	No significant impact to farmland	No significant impact to farmland	No prime farmland would be impacted
Cost estimate	Not calculated	Not calculated	\$6,155,000	\$5,830,000	\$6,312,000	\$7,835,000	\$7,120,000	\$4,700,000	\$5

What is Next?

- Concurrence Point 4
- Completion of the Final EIS
- Iowa DOT and FHWA review and signature of the Final EIS
- Preparation and distribution of the Record of Decision
- Final Design

Thank you for your participation.

Please proceed to the stations for additional information. Project staff will assist you with questions. Questions and comments can also be submitted by filling out the Comment Sheets. Comments are due May 7, 2012

3 PUBLIC COMMENTS AND RESPONSES

3.1 APRIL 10, 2008 MEETING

3.1.1 SUMMARY OF COMMENTS RECEIVED FROM APRIL 10, 2008 MEETING.

- Several people commented that they understood the purpose of the project and recognized the need for the improvements.
- Many of the meeting attendees were homeowners that lived on State Orchard Road. Most of these homeowners stated that they did not want to move nor did they want a large road in front of their houses. They suggested that the road be built east of the creek.
- Many inquired about the number of lanes the proposed road was to have.
- Many people were disappointed with the lack of notice before the meeting.

PUBLIC COMMENTS AND RESPONSES

FROM THE

APRIL 10, 2008

PUBLIC INFORMATION MEETING

POTTAWATTAMIE COUNTY, IOWA

Eastern Hills Dr. Environmental Impact Statement (EIS)
Purpose and Need Public Meeting
Sign in Sheet
April 10, 2007

Name	Address	Phone

Eastern Hills Drive Environmental Impact Statement (EIS)
Purpose and Need Public Meeting
Comment Sheet
April 10, 2008

The purpose of this meeting is to provide feedback on the Draft Purpose and Need statement.
Please refer to the Draft Purpose and Need statement when making your comments.

As a resident living to the east of Council Bluffs, I can identify with the need for transportation improvements as outlined in the Preliminary Purpose and Need Statement. The items outlined in the statement appear to address those items needed to improve the transportation system.
As pointed out in the statement, one of the bullet points is to "Support planned land development". As new roadway improvements are planned, it is important to keep in mind that the goal is to create new land development. In creating new land development the land planner must avoid destroying any existing development. With the study area as currently shown, the layout for new improvements can be accomplished without destroying existing development.
If possible, I would like a notice of public meetings be sent to my home address shown below.

Note: Additional space for comments can be found on the reverse side.

Name

Address

☐ Please check this box to request a written response to your comments.

If returning comment sheet by mail, please mail to:
Greg Roeder
City of Council Bluffs
209 Pearl Street
Council Bluffs, IA 51503

**Eastern Hills Drive Environmental Impact Statement (EIS)
Purpose and Need Public Meeting
Comment Sheet
April 10, 2008**

*The purpose of this meeting is to provide feedback on the Draft Purpose and Need statement.
Please refer to the Draft Purpose and Need statement when making your comments.*

- What is route to 92?
- Will project go south of 92 to 235 or I-29
- What size road will you build? 4 lanes?
- When will I know if you are taking my house?
- What if I don't want to leave?
- What determines the price you pay for home?
- I have an in ground pool. Do you move me to a house with an in ground pool?
- Road should be on east side of creek.

Note: Additional space for comments can be found on the reverse side.

Name _____

Address _____

Terry Smith
hg m

☐ Please check this box to request a written response to your comments.

If returning comment sheet by mail, please mail to:
Greg Reeder
City of Council Bluffs
209 Pearl Street
Council Bluffs, IA 51503

*The purpose of this meeting is to provide feedback on the Draft Purpose and Need statement.
Please refer to the Draft Purpose and Need statement when making your comments.*

The comments were generally positive. Everyone I spoke with recognized the need for the project. There was some concern regarding possible relocation impacts along State Orchard Rd. in Segment D.

There was also one person who suggested the corridor should be limited-access, to minimize access points and keep the north-south traffic moving smoothly.

Name Charles Lessmann
Address 2727 SW Snyder Blvd.
Ankeny, IA 50023

If returning comment sheet by mail, please mail to:
Greg Reeder
City of Council Bluffs
209 Pearl Street
Council Bluffs, IA 51503

*The purpose of this meeting is to provide feedback on the Draft Purpose and Need statement.
Please refer to the Draft Purpose and Need statement when making your comments.*

CONCERN BUT OPEN TO THE PROCESS

Greg Reeder
City of Council Bluffs
209 Pearl Street
Council Bluffs, IA 51503

**Eastern Hills Drive Environmental Impact Statement (EIS)
Purpose and Need Public Meeting
Comment Sheet
April 10, 2008**

The purpose of this meeting is to provide feedback on the Draft Purpose and Need statement. Please refer to the Draft Purpose and Need statement when making your comments.

- HEARD CONCERN + QUESTIONS ABOUT WHERE NEW ROAD IS GOING TO BE LOCATED
- HEARD AGREEMENT WITH NEED OF CONNECTOR BETWEEN HWY 92 + HWY 6 WITH IMPROVED ACCESS TO AIRPORT.
- QUESTIONS ABOUT TIMING + SCHEDULE
- QUESTION ABOUT CONTINUING PROJECT SOUTH OF HWY 92
- HEARD CONCERN ABOUT SAFETY + SITE DISTANCE AT EXISTING HWY 92 + STATE ORCHARD RD INTERSECTION

Note: Additional space for comments can be found on the reverse side.

Name SCOTT REELFS

Address _____

☐ Please check this box to request a written response to your comments.

If returning comment sheet by mail, please mail to:
Greg Reeder
City of Council Bluffs
209 Pearl Street
Council Bluffs, IA 51503

Eastern Hills Drive Environmental Impact Statement (EIS)
Purpose and Need Public Meeting
Comment Sheet
April 10, 2008

The purpose of this meeting is to provide feedback on the Draft Purpose and Need statement.
Please refer to the Draft Purpose and Need statement when making your comments.

Comments (Oral Comments)
1) Those attending recognized the need to provide roadway improvements to facilitate traffic to IA 92. There were no comments suggesting that improvements were not needed.
2) The primary concern was alternative locations between Gravelton & IA 92. The majority thought the alignment should be East of Little Ferry Creek.
3) The majority of persons would like (being land/property owners) to see State Orchard maintained as a local residential street. <div style="margin-left: 20px;"> → Cal de Soc @ IA 92 / State Orchard → Connection of State Orchard to new alignment north of existing residential properties. </div>
4) Some concern expressed regarding increased flood potential as development continued within basin.
5) One comment regarding trail connection and/or "complete streets".
6) I had no comments regarding Gravelton improvements and more re: State Ln.
7) Concern re: accidents on IA 92 / State Orchard
8) Line of sight & width on IA 92; Extending road south of IA 92

Note: Additional space for comments can be found on the reverse side.

Name Jerry Searle S&A Inc.
Address 2727 SW Snyder Blvd.
Antony IA 50027

☐ Please check this box to request a written response to your comments.

If returning comment sheet by mail, please mail to:
Greg Reeder
City of Council Bluffs
209 Pearl Street
Council Bluffs, IA 51503



May 21, 2008



RE: Comments received for Eastern Hills Drive Purpose and Need Public Meeting

Dear 

Thank you for taking the time to send in your comments regarding the Eastern Hills Purpose and Need Public Meeting.

The City of Council Bluffs has made your comments part of the public record. Several alternatives will be developed and analyzed for the section of the State Orchard Road area you referenced in your comment sheet. You will be notified of the next public meeting so that you and others may comment on the various alternatives under consideration.

HGM Associates Inc. (712-323-0530) is coordinating the public process for the City of Council Bluffs.

Thank you for participating in the Environmental Impact Statement process.

Sincerely,
HGM Associates Inc.

A handwritten signature in dark ink, appearing to read "Terrence L. Smith".

Terrence L. Smith, P.E.
Project Manager

TLS:mdh

c: City of Council Bluffs
Snyder & Associates

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5022 S. 114TH STREET, SUITE 200, OMAHA, NEBRASKA 68137 (402) 346-7559, FAX (402) 346-0224
640 FIFTH AVENUE, P.O. BOX 919, COUNCIL BLUFFS, IOWA 51502 (712) 323-0530, FAX (712) 323-0779

Eastern Hills Drive Environmental Impact Statement (EIS)
Purpose and Need Public Meeting
Comment Sheet
April 10, 2008

MAY 16 2008

RECEIVED

The purpose of this meeting is to provide feedback on the Draft Purpose and Need statement.
Please refer to the Draft Purpose and Need statement when making your comments.

I hope this letter will be received by open minds, and not a closed deal as many of us already feel. Recently I drove the existing parts of the beltway and noticed that at no other point along the road was there a concentration of homes as in our area. It appears mostly farmland was used in other areas, so the land on the east side of the creek could be used and leave our small community intact. Our family moved into our home just after 9-11. We worked (and are still working) to make what was an overrun, rundown property into something to be proud of. Two other neighbors also took on the task of buying homes that needed lots of work. We now have a friendly neighborhood with clean yards and nice homes. Your proposed route through the middle of our properties would likely destroy them, or at least their value. Mr. Reeder stated they would have to build a bridge or at least a culvert if the road went on the east side of the creek, and guessed a figure of \$500,000 for that. I feel that if they have to buy out my neighbors closest to Highway 92, they would spend close to \$500,000 for those two properties and re-location fees. As far as Mr. Reeder concerns

Note: Additional space for comments can be found on the reverse side.

Name

Address

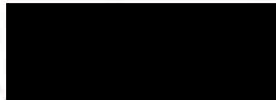
☒ Please check this box to request a written response to your comments.

If returning comment sheet by mail, please mail to:
Greg Reeder
City of Council Bluffs
209 Pearl Street
Council Bluffs, IA 51503





May 21, 2008



RE: Comments received for Eastern Hills Drive Purpose and Need Public Meeting

Dear 

Thank you for your comments regarding the Eastern Hills Purpose and Need Public Meeting.

The City of Council Bluffs has made your comments part of the public record. We will be developing and analyzing several alternatives for the portion of road you referenced in your comments. You will be notified of the next public meeting so that you and others may comment on the various alternatives under consideration.

HGM Associates Inc. (712-323-0530) is coordinating the public process for the City of Council Bluffs.

Thank you for participating in the Environmental Impact Statement process.

Sincerely,
HGM Associates Inc.

A handwritten signature in dark ink, appearing to read "Terrence L. Smith".

Terrence L. Smith, P.E.
Project Manager

TLS:mdh

c: City of Council Bluffs
Snyder & Associates

g:\work\data\15806 east beltway\correspondence\comment response letters\080521 ltr to j minor.doc

5022 S. 114TH STREET, SUITE 200, OMAHA, NEBRASKA 68137 (402) 346-7559, FAX (402) 346-0224
640 FIFTH AVENUE, P.O. BOX 919, COUNCIL BLUFFS, IOWA 51502 (712) 323-0530, FAX (712) 323-0779

Eastern Hills Drive Environmental Impact Statement (EIS)
Purpose and Need Public Meeting
Comment Sheet
April 10, 2008

The purpose of this meeting is to provide feedback on the Draft Purpose and Need statement.
Please refer to the Draft Purpose and Need statement when making your comments.

In regards to feedback on the proposed Eastern Hills Drive development, I feel my input won't matter. I've seen how government can take over your home and the citizens have no say. Just to waste time though, I will give my input on this matter.

For the good of the citizens that live in the 15000 block of State Orchard Road Council Bluffs, IA, I feel it would be more economical and safe to build the road on the east side of the creek. Economically speaking, you would only have to disrupt one residence. The land on the east side of the creek is farm land, making it less expensive to purchase.

If the suggestions listed above are not feasible, then I feel taking the east side of State Orchard Road would be the second option because our front yards are the closest to State Orchard Road. I feel it would be a safety issue, putting a four lane beltway 20 feet from my front door. As it stands now, vehicles drive down State Orchard at 65 mph in a 35 mph zone. I feel the speed is a problem because from Hwy 92 to Greenview it is a straight road with no curves or bends.

This whole project upsets me. If I wanted to live on a busy 4 lane road, I would of moved to Broadway!

Note: Additional space for comments can be found on the reverse side.

Name

Address

☒ Please check this box to request a written response to your comments.

If returning comment sheet by mail, please mail to:

Greg Reeder
City of Council Bluffs
209 Pearl Street
Council Bluffs, IA 51503

3.2 *AUGUST 21, 2008 MEETING*

3.2.1 SUMMARY OF COMMENTS RECEIVED FROM AUGUST 21, 2008 MEETING

- Several people commented that they understood the purpose of the project and recognized the need for the improvements.
- People were concerned about losing their home or being forced to move.
- Some were concerned about the increase in traffic this project would cause and the level of noise that would result from the traffic.
- Many people commented that they would like to see a sidewalk or bike path along the road that would provide a safe place for pedestrians to travel.

PUBLIC COMMENTS AND RESPONSES

FROM THE

AUGUST 21, 2008

PUBLIC INFORMATION MEETING

POTTAWATTAMIE COUNTY, IOWA

The purpose of this meeting is to provide feedback on the Range of Alternatives. Please refer to the Range of Alternatives and project map (Exhibit A) when making your comments.

Corridor #5 goes right over my house, so of course I am opposed to it. Any slight variation of #5 will also destroy the value of my home, since much of its value lies in the wonderful country ambiance. Am pretty sure that if corridor #5 goes through you will need to buy me out... and I would much prefer to stay as this is our dream house as is, and we plan to live here forever

Corridor #5 will go over the pond in my front yard that acts as a catch basin for the surrounding countryside. Drainage area highlighted in yellow. This pond keeps much of the water that would otherwise flow into creeks and away, and helps keep water locally to help replenish local aquifers, that would otherwise flow out. A road over this pond would surely harm the numerous wildlife that uses this area as a refuge, ruin the fishing, kill off all the frogs and fish, pollute the water, etc.

Corridor #5 would destroy Dappen tree farm, removing not only a home, and haven for wildlife, but also the livelihood of the Dappen's.

First Alternative Choice:
It seems that the best route, given the stated goals of connecting 6 to 92, is *none* of the current proposed corridors. This is because much of section C fails to assist in the stated goal of moving traffic north/south from 6 to 92. If instead the project were to use part of section C, and then cut south direct south to 214th, this would follow a more direct north/south route. This route is outlined in blue.

Second choice:
Corridor #3 is preferable because it follows existing routes, requires no additional bridging efforts, and works best towards connecting to Concord Loop. Purchasing the properties on the West side would cost ~\$600,000 per assessed values. Would allow houses on Eastern side to have frontage road.

Third choice:
Corridor #4 could be built in a way to avoid impacting the houses on State Orchard Road, moving through fields only. This compromise route would seem to be acceptable to most people without causing dire consequences to any.

Name _____

Address _____

Comment Sheet
August 21, 2008

The purpose of this meeting is to provide feedback on the Range of Alternatives

I live in the house located south Cedar Ln. ~~about~~ almost ~~about~~ half way between State Orchard & Eastern Hills Drive. I like the idea of the northern corridor connecting Steven Ln. with Eastern Hills. This would improve the quality of Cedar Ln. and hopefully allow for quicker snow removal service. One question I have is how would this affect my driveway. Currently my driveway is pretty steep & coming up from my house to Cedar Ln. The current gravel prevents me from stopping at the top before turning onto Cedar Ln. I am fearful every time that someone will be driving down the road at the same time and end up hitting me or my family. ~~My question is whether or not this would affect my driveway.~~ My question is how my driveway might be affected by the expansion of Cedar Ln. Please provide any feedback if possible.

Note: Additional space for comments can be found on the reverse side.

Name _____

Address

☒ Please check this box to request a written response to your comments.

If returning comment sheet by mail, please mail to:
Greg Reeder, Council Bluffs Public Works,
209 Pearl Street,
Council Bluffs, IA 51503

Eastern Hills Drive Environmental Impact Statement (EIS)
Range of Alternatives Public Informational Meeting
Comment Sheet
August 21, 2008

The purpose of this meeting is to provide feedback on the Range of Alternatives. Please refer to the Range of Alternatives and project map (Exhibit A) when making your comments.

We feel Coridon #4 (orange) would be the best option with the least impact to homeowners.

Note: Additional space for comments can be found on the reverse side.

Name

Address

- ☒ Please check this box to request a written response to your comments.

If returning comment sheet by mail, please mail to:
Greg Reeder, Council Bluffs Public Works,
209 Pearl Street,
Council Bluffs, IA 51503

Comment Sheet
August 21, 2008

The purpose of this meeting is to provide feedback on the Range of Alternatives. Please refer to the Range of Alternatives and project map (Exhibit A) when making your comments.

Will there be stoplights at the intersection of
Providence Rd. & other streets with Eastern
Hills Dr. ? (since the traffic will
significantly increase on Eastern Hills Dr.).

These streets are located in the Hills of
Cedar Creek subdivision.

Note: Additional space for comments can be found on the reverse side.

Name _____

Address

☒ Please check this box to request a written response to your comments.

If returning comment sheet by mail, please mail to:
Greg Reeder, Council Bluffs Public Works,
209 Pearl Street,
Council Bluffs, IA 51503

Eastern Hills Drive Environmental Impact Statement (EIS)
Range of Alternatives Public Informational Meeting
Comment Sheet
August 21, 2008

The purpose of this meeting is to provide feedback on the Range of Alternatives.
Please refer to the Range of Alternatives and project map (Exhibit A) when making your comments.

Who, specifically, makes selection of Four(4) D options?
When will environmental study be completed
" " " " Be available to public?
What's are costs of all 4 "D" options?
How much impact will property owner have as to mitigate sound barrier Protection from Highway noise?

Note: Additional space for comments can be found on the reverse side.

Name 

Address 

☒ Please check this box to request a written response to your comments.

If returning comment sheet by mail, please mail to:
Greg Reeder, Council Bluffs Public Works,
209 Pearl Street,
Council Bluffs, IA 51503

Eastern Hills Drive Environmental Impact Statement (EIS)
Range of Alternatives Public Informational Meeting
Comment Sheet
August 21, 2008

*The purpose of this meeting is to provide feedback on the Range of Alternatives.
Please refer to the Range of Alternatives and project map (Exhibit A) when making your comments.*

- Council Bluffs has done a nice job connecting the city with wide bicycle paths, could you please consider one to follow the entire length of this construction for safety concerns.
Thank You.

Note: Additional space for comments can be found on the reverse side.

Name

Address

☒ Please check this box to request a written response to your comments.

If returning comment sheet by mail, please mail to:
Greg Reeder, Council Bluffs Public Works,
209 Pearl Street,
Council Bluffs, IA 51503

Comment Sheet
August 21, 2008

The purpose of this meeting is to provide feedback on the Range of Alternatives.

Would like to have a walkway, sidewalk or trail next to new improvements.

Note: Additional space for comments can be found on the reverse side.

Name

Address

☐ Please check this box to request a written response to your comments.

If returning comment sheet by mail, please mail to:
Greg Reeder, Council Bluffs Public Works,
209 Pearl Street,
Council Bluffs, IA 51503

Comment Sheet
August 21, 2008

The purpose of this meeting is to provide feedback on the Range of Alternatives. Please refer to the Range of Alternatives and project map (Exhibit A) when making your comments.

Put in SIDEWALK / TRAIL FOR BIKES, RUNNERS, ETC.

Note: Additional space for comments can be found on the reverse side.

Name _____

Address

- ☐ Please check this box to request a written response to your comments.

If returning comment sheet by mail, please mail to:
Greg Reeder, Council Bluffs Public Works,
209 Pearl Street,
Council Bluffs, IA 51503

Comment Sheet
August 21, 2008

Dark purple avenue. — will be the least disruptive to home owners. —
Only 2 homes to be removed & acquire a few acres of vacant land. —
Most people would not mind giving up a few acres — & the two homes would surely be able to relocate. —

Address

If returning comment sheet by mail, please mail to:
Greg Reeder, Council Bluffs Public Works,
209 Pearl Street,
Council Bluffs, IA 51503

3.3 NOVEMBER 10, 2010 MEETING

3.3.1 SUMMARY OF COMMENTS RECEIVED FROM NOVEMBER 10, 2010 MEETING

- People were concerned about losing their home or being forced to move.
- Some were concerned about the increase in traffic this project would cause and the level of noise that would result from the traffic.

PUBLIC COMMENTS AND RESPONSES

FROM THE


NOVEMBER 16, 2010

PUBLIC INFORMATION MEETING

POTTAWATTAMIE COUNTY, IOWA

The purpose of this meeting is to provide comment on the 10 project build alternatives and those build alternatives to be carried forward.

During the slides
large map —
person with pointer



Would like an 11"x17" color copy of
the alternatives map mailed to them

Name: _____
Address: _____

If returning comment sheet by mail, please mail to:
Greg Reeder, Council Bluffs Public Works
209 Pearl Street
Council Bluffs, IA 51503

Eastern Hills Drive Environmental Impact Statement (EIS)
Environmental Screening/Alternatives Carried Forward
Public Information Meeting
Comment Sheet
November 16, 2010

The purpose of this meeting is to provide comment on the 10 project build alternatives and those build alternatives to be carried forward.

My house will be effected by build alternative #5. This alternative makes the most sense to me and my family. I would hate to see the creek behind my house get piped or discarded in any way. Also, there would be a Christmas tree farm effected by alternative #7. This option is heartbreaking to me. A house is easily replated. This business would take a large amount of time to rebuild, if even possible. Thank you for all your considerations!

Note: Additional space for comments can be found on the reverse side.



☐ Please check this box to request a written response to your comment.

If returning comment sheet by mail, please mail to:
Greg Reeder, Council Bluffs Public Works
209 Pearl Street
Council Bluffs, IA 51503

Eastern Hills Drive Environmental Impact Statement (EIS)
Environmental Screening/Alternatives Carried Forward
Public Information Meeting
Comment Sheet
November 16, 2010

The purpose of this meeting is to provide comment on the 10 project build alternatives and those build alternatives to be carried forward.

WE LIVE IN SECTION D along with ten (10) other families. IN the event that AN alternate of section D is chosen. that does not disrupt our group of houses, what additional projects will happen to AREAS SURROUNDING the chosen route. No one wants to live next to the highway (noise + litter).
Would it not be more practical to place the road where NO houses ARE disturbed? There ARE ALTERNATES that satisfy that option.
My house is only four years old and I would not have built here if I knew of the threat on Relocating.

Note: Additional space for comments can be found on the reverse side.



☒ Please check this box to request a written response to your comment.

If returning comment sheet by mail, please mail to:
Greg Reeder, Council Bluffs Public Works
209 Pearl Street
Council Bluffs, IA 51503

3.4 MARCH 27, 2012 MEETING

3.4.1 SUMMARY OF COMMENTS RECEIVED FROM MARCH 27, 2012 MEETING

- Some commented that they recognize the need for this project and are in support of it.
- People were concerned about losing their home or being forced to move.
- A few people commented that they were concerned about the economic and environmental impact of losing the Christmas Tree Farm.
- Members of First Christian Church commented that they were concerned about how the project may affect their church currently or limit their expansion options in the future.

PUBLIC COMMENTS AND RESPONSES

FROM THE

MARCH 27, 2012

PUBLIC INFORMATION MEETING

POTTAWATTAMIE COUNTY, IOWA

1 (The following comments were made
2 personally and singly to the reporter.)

3 My name is [REDACTED]

4 [REDACTED] With all due respect to the tree
5 farm and to the church, the trees were planted to
6 be cut down. The church is used a couple times a
7 week. We, the homeowners, on State Orchard Road
8 live there 365 days a year, and I hope that will be
9 taken into consideration. That's all. Thank you.

10

11 * * * * *

12

13 I'm [REDACTED] I live at [REDACTED]
14 [REDACTED] and my husband and I moved here 14
15 years ago to start -- for the sole purpose of
16 starting a Christmas tree farm. There's -- I
17 would say that we offer a unique service to the
18 community.

19 We're the only Christmas tree farm
20 officially registered with Iowa Christmas Tree
21 Growers Association in Pottawattamie County. We
22 serviced approximately 420 families last Christmas,
23 and it offers something that you cannot get
24 anywhere else around here, a unique family
25 experience.

BRENDA L. PACE, CSR-RPR
TWIN CITY REPORTERS, LTD.
(712) 325-6109

1 One of the things that wasn't noted in
2 their EIS document is the impact to the quality of
3 the air that would result from cutting down all of
4 our trees, which we have probably 12,000 trees.
5 And that should be noted in their air quality
6 because one tree supports enough oxygen for 18
7 people. So definitely the tree farm is more
8 environmentally friendly than a road.

9 The sole purpose of us moving here was for
10 this purpose of starting a tree farm so that we
11 would have something in our retirement years, so it
12 would have a tremendous detrimental impact to us
13 definitely if they take Route 7.

14 And it would still impact us with Route 6,
15 but we're mostly opposed to Route 7 because we
16 understand Route 5 would displace a lot of other
17 families, too, so we think Route 6 should be the
18 route of choice impacting the fewest people.

19 Thank you.

20 In the document -- I don't know what it
21 was called, the one that talked about all the
22 relevant factors and issues for each route, the
23 farmland -- it said no significant impact to
24 farmland.

25 But my place is a tree farm, and I would

BRENDA L. PACE, CSR-RPR
TWIN CITY REPORTERS, LTD.
(712) 325-6109

1 challenge the fact that that is a significant
2 impact to farmland. And also the trees are
3 considered woodlands, so I would note that it would
4 also have a significant impact on a woodlands
5 area. Thank you.

6 (The comments were concluded at 7:10 p.m.)
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TWIN CITY REPORTERS, LTD.
(712) 325-6109

C E R T I F I C A T E

2 STATE OF IOWA)
) ss.
3 COUNTY OF POTTAWATTAMIE)

5 I, Brenda L. Pace, Certified Shorthand
6 Reporter in and for the State of Iowa, hereby
7 certify that public comments as above set forth
8 were reduced to writing by me;

9 That the expressions in parentheses, (witness
10 nods head affirmatively) or (witness shakes head
11 negatively), are interpretations of the Court
12 Reporter;

13 That the within and foregoing public comments
14 were taken by me at the time and place herein
15 specified;

16 That I am not counsel, attorney or relative of
17 any party or otherwise interested in the event of
18 this suit.

19 IN TESTIMONY WHEREOF, I have placed my hand
20 this 29th day of March, 2012.

Brenda L. Pace, CSR-RPR

BRENDA L. PACE, CSR-RPR
TWIN CITY REPORTERS, LTD.
(712) 325-6109

4-9-12

Eastern Hills Drive Environmental Impact Statement (EIS)
Public Hearing
Comment Sheet
March 27, 2012

The purpose of this meeting is to provide comment on environmental impacts of the proposed alternatives that will be evaluated in the Final Environmental Impact Statement.

We built this home 46 years ago.
We have a well + septic that
has been re-done.
We have privacy, as this is
a dead-end street, with 9 homes.
In the last 3 years, we have
improved our home + lot, greatly.
We are across from Ig Christian Church
on Highway 92. I'm sure our homes
are safe. However, I would not
want our street opened at the East end,
if the segment was done East of
us. Our street should stay a
dead-end as this is the reason we
built here. Thank you,

Note: Additional space for comments can be found on the reverse side.



☒ Please check this box to request a
written response to your comment.



If returning comment sheet by mail, please mail to:
Greg Reeder, Council Bluffs Public Works
209 Pearl Street
Council Bluffs, IA 51503

The comment period closes on May 7, 2012.

We like our access entrance to
Highway 92 from Garland Dr.

Eastern Hills Drive Environmental Impact Statement (EIS)

Public Hearing

Comment Sheet

March 27, 2012

The purpose of this meeting is to provide comment on environmental impacts of the proposed alternatives that will be evaluated in the Final Environmental Impact Statement.

DRAFT COMMENTS
These comments are on behalf of First Christian Church, 20794 State Highway 92, more aptly described in book 104, page 23037, Pottawattamie County Assessor's office. We're a congregation of 1,600 active attendees. The comments are regarding Segment D and more specifically Alternatives #6 & #7 (as presented at the Public Information Meeting, March 27, 2012).
We are continuing the completion of our master site plan that we submitted in the fall of 2008 along with our comments. (Another copy of the original master site plan is attached.) In 2005, we completed the "PROPOSED BUILDING" and the three rings of parking to the east of the building at a cost of \$5 million. In 2009 we constructed the three rings of parking on the west. This added 250 stalls, lighting, landscaping, etc. at a cost of approximately \$600,000. We recently added an 18,000 square foot, \$2.5 million west wing addition to our building. As you can see, the master site plan calls for planned sanctuary on the south side of our current building, a fourth ring of parking on the west, east and north sides of our current parking and an access road around the entire campus. Our current septic system is located between our west parking lot and Pony Creek.
Alternative #6 - We would be amenable to Alternative #6 as long as the ROW was established as close to the east side of Pony Creek as possible and:
1) If necessary, our septic system is relocated at your expense.
2) The ROW does not encroach on our west wing addition, the current parking or the 4 th ring of planned parking of our master site plan.
3) An access road from the new State Orchard Road / Eastern Hills Drive could be brought over to our west parking lot. This would add a measure of safety for attendees giving them an egress alternative to Hwy 92.
4) The impact (loss/reduction) of the level green space we've created north of our bus barn is as minimal as possible.
5) The church is reimbursed for land and improvements at appraised/market value.
Alternative #7 - We would be amenable to Alternative #7 as long as the ROW was established as far east as possible and:
1) The ROW does not encroach on our current east parking or the planned 4 th ring of parking of our master site plan.
2) An access road from the new State Orchard Road / Eastern Hills Drive could be brought over to our east parking lot. This would add a measure of safety for attendees giving them an egress alternative to Hwy 92.
3) The church is reimbursed for land and improvements at appraised/market value.

Note: Additional space for comments can be found on the reverse side.

Name: 

Address: 

☐ Please check this box to request a written response to your comment.

If returning comment sheet by mail, please mail to:
Greg Reeder, Council Bluffs Public Works
209 Pearl Street
Council Bluffs, IA 51503

The comment period closes on May 7, 2012.

Eastern Hills Drive Environmental Impact Statement (EIS)
Public Hearing
Comment Sheet
March 27, 2012

The purpose of this meeting is to provide comment on environmental impacts of the proposed alternatives that will be evaluated in the Final Environmental Impact Statement.

AS A HOME OWNER OF 9 YEARS I WOULD LIKE
ALTERNATE #5 NOT BE USED. AS I WOULD
LOSE MY ENTIRE HOUSE + PROPERTY

Note: Additional space for comments can be found on the reverse side.

Name: 
Address: 

☒ Please check this box to request a
written response to your comment.

If returning comment sheet by mail, please mail to:
Greg Reeder, Council Bluffs Public Works
209 Pearl Street
Council Bluffs, IA 51503

The comment period closes on May 7, 2012.

Eastern Hills Drive Environmental Impact Statement (EIS)

Public Hearing

Comment Sheet

March 27, 2012

The purpose of this meeting is to provide comment on environmental impacts of the proposed alternatives that will be evaluated in the Final Environmental Impact Statement.

This involves section D south of highway 92.

We built our home in 1967. Never in our wildest dreams did we think after all the labor and remodeling we have done, did we think we could lose it, because of a road project.

All nine homes in our development have wells and septic tanks. We also have fourteen large trees in our yard.

Across from our development on the north side of highway 92 is the several million dollar First Christian church.

Surely a road project wouldn't interfere with a house of God's, who have activities that

Note: Additional space for comments can be found on the reverse side.

☒ Please check this box to request a written response to your comment.

If returning comment sheet by mail, please mail to:
Greg Reeder, Council Bluffs Public Works
209 Pearl Street
Council Bluffs, IA 51503

The comment period closes on May 7, 2012.

improve peoples lives everyday and
night.

I can't believe how long this road
project has been in the debate stage and
has kept so many families in a turmoil
wondering what the end result will be.

Very recently we put in a new driveway,
a new walk, a new roof and a new
bathroom. I had to wonder many times
while doing it if it would be destroyed by
a road project.

Our dead end street has been great making
it a private street through our development. Our
street access on to highway 92 has been very
convenient also.

I hope this can be resolved without
destroying many homes in this area
and ruining peoples lives who
have worked hard for what they
have accomplished.

[REDACTED]

Greg Reeder
Council Bluffs Public Works
209 Pearl Street
Council Bluffs, Iowa 51503

Eastern Hills Drive Public Hearing

Regarding Stevens Road connector and 1110 State Orchard Road

Please consider for alignment of Stevens Road connector traversing property at 1110 State Orchard Road formerly known as 16310 State Orchard Road

This property consists of a forty acre plus a ten acre section to the south bordering on Briarwood.

Preferred route of Stevens Road would traverse the north part of the ten acre section (see diagram)

Second choice would traverse the south part of the ten acre section

The option to connect with Cedar Lane via a diagonal connector is untenable due to issues with terrain, cell tower, and rendering the land less usable for ag and development purposes. I would be happy to walk that section with you if you would like to see what I mean.

Please contact me directly for consultation when this is being discussed.

Sincerely,

A black rectangular box redacting the signature of Greg Reeder.

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NEWSLETTERS

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EASTERN HILLS DRIVE ENVIRONMENTAL IMPACT STATEMENT PROJECT NEWSLETTER

Issue 1

Summer 2008



PROJECT STATUS: ALTERNATIVES DEVELOPMENT

The Environmental Impact Statement (EIS) for the proposed Eastern Hills Drive project has progressed to the identification of the Range of Alternatives. The last public information meeting for this project was held in April 2008, and discussed the project's "Purpose and Need" statement.

At this stage, a large range of specific project alternatives is proposed for the project. Agency input regarding these project alternatives was gathered in August 2008. The alternatives have been refined and will be presented for public review and comment.

The next project Public Information Meeting will be in August (see below), and will provide the opportunity to review and comment on the proposed alternatives. After the entire range of alternatives is identified, alternatives will be screened for feasibility and a smaller number of project alternatives will be carried forward for specific analysis. This is scheduled to occur in 2009.

In This Issue:

Project Status 1

Upcoming Public Meeting 1

Preliminary Purpose and Need Statement 2

Range of Alternatives 3

How You Can Participate 4

AUGUST PUBLIC INFORMATION MEETING

Thursday, August 21, 2008, 4:30 – 6:30 PM (Open House)
Council Bluffs Community Hall
205 So. Main St., Council Bluffs, IA 51503

The meeting will be a forum for public review and comment on the proposed Range of Alternatives for the proposed Eastern Hills Drive EIS project. The public will also be able to suggest additional project alternatives.

The meeting will have two parts. A revolving presentation will be shown to participants upon arrival, with an open house following to answer questions from the public one-on-one.

Please plan to attend this meeting so your opinions will be heard, and to help shape this important piece of Council Bluffs' future. If you are unable to attend, please visit the project website for meeting handouts and other project information.

Please visit the Eastern Hills Drive EIS project website for more information:
<http://publicworks.councilbluffs-ia.gov/engineering.asp?page=11>

Eastern Hills Drive Environmental Impact Statement Preliminary Purpose and Need Statement

Proposed Action

Eastern Hills Drive is located east of the City of Council Bluffs, in Pottawattamie County, Iowa. The study area extends between US 6 and IA 92. The proposed action is to improve the transportation network within the study limit.

Purpose and Need of the Proposed Action

The purpose of the study is to improve the transportation network east of Council Bluffs by completing Eastern Hills Drive between US 6 and IA 92, while providing improved connections to developments along Greenview Road, Steven Lane, and Cottonwood Road (L43).

- Provide local system transportation system continuity
- Support planned land development in Council Bluffs and Pottawattamie County
- Increase the capacity of existing roads to accommodate future traffic demands
- Improve safety or emergency access
- Congressionally-Directed Funding

Provide local system transportation system continuity: Very few local north-south roads in this area are continuous, which reduces travel path options to distribute local traffic to the regional roadways of IA 92 and US 6.

Support planned land development in Council Bluffs and Pottawattamie County: The Little Pony Creek drainage basin was identified in the 2002 Two-Mile Limit Study as having the most potential for development, with 776 existing dwelling units and a carrying capacity of 7,125 dwelling units. However, the area lacks sufficient transportation infrastructure needed to support the planned development which could utilize existing municipal utilities.

Increase the capacity of existing roads to accommodate future traffic demands: The Metropolitan Area Planning Agency's Traffic Analysis Zones (TAZs) model indicated that infill development brought on by various infrastructure improvements in the area between US 6 and IA 92 could raise the population in the area from 1,080 to 5,154 by 2035. Under those conditions, significant traffic increases are anticipated along existing roads in the project corridor.

Improve safety or emergency access: Lewis Fire District, located at Cypress Avenue and Highway 92, services the entire project area between U.S. 6 and IA 92. If there is an emergency in the northern portion of the Lewis Fire District, emergency vehicles must currently use a circumferential route to reach the scene.

Congressionally-Directed Funding: On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). In the bill, Congress mandated the completion of Eastern Hills Drive (initially referred to as the East Beltway) by directing the use of \$10,200,000 for design and construction of a roadway to serve eastern Council Bluffs.

PROPOSED PROJECT – RANGE OF ALTERNATIVES

Eastern Hills Drive is comprised of multiple roadway segments (**see enclosed exhibit**). Segments A, B, C, and D were prioritized for NEPA classification by the joint lead agencies, and are the segments analyzed in the Eastern Hills Drive Environmental Impact Statement (EIS). The Eastern Hills Drive EIS is in the Range of Alternatives development phase. Comments on the proposed alternatives will be incorporated into future alternative alignments.

No-build alternatives, which include any minor improvements already included in the long-range transportation plan as well as normal maintenance activities, will be considered in the EIS for each of the following segments:

SEGMENTS A and B

Segments A and B were constructed in 2006, as a two-lane roadway between US 6 and Cedar Lane. The project was funded in part by the City of Council Bluffs, Pottawattamie County, and the Iowa DOT RISE program. The EIS will consider widening the existing roadway to increase capacity.

SEGMENT C

Segment C extends between Cedar Lane and State Orchard Road. Part of Segment C was constructed as part of the public improvements associated with the Hills of Cedar Creek subdivision. The EIS will consider widening the existing portion of Segment C and providing a connection to Steven Lane.

- Steven Lane is the east-west roadway intersecting Segment C of Eastern Hills Drive. Steven Lane will provide a connection back to Interstate-80 via Madison Avenue, west of the Study Corridor. The portion of Steven Lane analyzed in the EIS is between Norwood Drive and Eastern Hills Drive. Possible future alignments under consideration for Steven Lane include a northern corridor along existing Cedar Lane, or a southern extension of existing Steven Lane.

SEGMENT D

Segment D extends along Little Pony Creek between State Orchard Road/Eastern Hills Drive to IA Highway 92/State Orchard Road/Concord Loop. Segment D will include an intersection with and improvements to Greenview Road.

- There are four alternatives for the future alignment of State Orchard Rd.: one along existing State Orchard Rd., and 3 on the east side of Little Pony Creek.
- Greenview Road is the east-west roadway intersecting Segment D of Eastern Hills Drive. The portion of Greenview Road analyzed in the EIS is between County Road L-43 and the first residential road west of State Orchard Road. Possible future improvements under consideration in the EIS include widening and resurfacing the roadway on existing alignment.

City of Council Bluffs Public Works
209 Pearl Street
Council Bluffs, IA 51503

Mail to:

**EASTERN HILLS DRIVE
ENVIRONMENTAL IMPACT STATEMENT
PROJECT NEWSLETTER**

Issue 1

Summer 2008

How You Can Participate:

- Mail written public comments to:
City of Council Bluffs Public Works
209 Pearl Street
Council Bluffs, IA 51503
- Attend the Public Information Meeting on August 21, 2008 at:
Council Bluffs Community Hall
205 So. Main Street
Council Bluffs, IA 51503
- Review project documents on the project website
- Call the City of Council Bluffs Public Works with questions or project comments, at (712) 328-4634

Please visit the Eastern Hills Drive EIS project website for more information:
<http://publicworks.councilbluffs-ia.gov/engineering.asp?page=11>

EASTERN HILLS DRIVE ENVIRONMENTAL IMPACT STATEMENT PROJECT NEWSLETTER

Issue 2

Summer 2009



PROJECT STATUS: AGENCY CONCURRENCE

A new alternative was added to the Range of Alternatives following the August 2008 public meeting. Public comments suggested adding a north-south alternative to Segment D north of Greenview Road along 214th Street, shown in the map exhibit as Corridor 7.

The Environmental Impact Statement (EIS) for the proposed Eastern Hills Drive project completed the process for the first two agency concurrence points on January 26, 2009. They are: (1) the draft Purpose and Need Statement, and (2) the revised Range of Alternatives.

Each alternative will be screened for feasibility with the Purpose and Need Statement and their relative environmental impact. The next public input meeting will be scheduled before agency concurrence is sought for the Range of Alternatives to be carried forward. This is known as Concurrence Point #3, scheduled to occur in the Fall of 2009.

In This Issue:

Project Status 1

Public Meeting Summaries 1

Purpose and Need Statement 2

Range of Alternatives 3

How You Can Participate 4

PUBLIC MEETING SUMMARIES

- April 10, 2008: The meeting was held at the Council Bluffs Public Library. Twenty-one (21) people signed-in at the meeting, and nine (9) comment sheets were added to the public record. Questions from the public generally centered around the project's anticipated schedule and possible alternatives for State Orchard Road.
- August 21, 2008: The meeting was held at the Council Bluffs Community Hall. Fifty-three (53) people signed-in at the meeting, and fifty-one (51) comment sheets were added to the public record. Most of the comments were in opposition to Corridors 5 and/or 6, as shown in the map exhibit, due to the corridors' proximities to the Dappen Tree Farm. One new north-south alternative was added to Segment D in the Range of Alternatives, shown as Corridor 7 in the map exhibit.

Please visit the Eastern Hills Drive EIS project website for more information:
<http://publicworks.councilbluffs-ia.gov/engineering.asp?page=11>

**Eastern Hills Drive Environmental Impact Statement
Draft Purpose and Need Statement**

Proposed Action

Eastern Hills Drive is located east of the City of Council Bluffs, in Pottawattamie County, Iowa. The study area extends between US 6 and IA 92. The proposed action is to improve the transportation network within the study limit.

Purpose and Need of the Proposed Action

The purpose of the study is to improve the transportation network east of Council Bluffs by completing Eastern Hills Drive between US 6 and IA 92, while providing improved connections to developments along Greenview Road, Steven Road, and Cottonwood Road (L43). The project's stated needs include:

- Provide local system transportation system continuity
- Support planned land development in Council Bluffs and Pottawattamie County
- Increase the capacity of existing roads to accommodate future traffic demands
- Improve safety and emergency access
- Congressionally-Directed Funding

Provide local system transportation system continuity: Very few local north-south roads in this area are continuous, which reduces travel path options to distribute local traffic to the regional roadways of IA 92 and US 6.

Support planned land development in Council Bluffs and Pottawattamie County: The Little Pony Creek drainage basin was identified in the 2002 Two-Mile Limit Study as having the most potential for development, with 776 existing dwelling units and a carrying capacity of 7,125 dwelling units. However, the area lacks sufficient transportation infrastructure needed to support the planned development that could utilize existing municipal utilities.

Increase the capacity of existing roads to accommodate future traffic demands: The Metropolitan Area Planning Agency's Traffic Analysis Zones (TAZs) model indicated that infill development brought on by various infrastructure improvements in the area between US 6 and IA 92 could raise the population in the area from 1,080 to 5,154 by 2035. Under those conditions, significant traffic increases are anticipated along existing roads in the project corridor.

Improve safety or emergency access: Lewis Township Fire District, located at Cypress Avenue and Highway 92, and the City of Council Bluffs Fire Station #4, located at Greenview Road and Valley View Drive, service the entire project area between US 6 and IA 92. Emergency responders must use circumferential routes between US 6 and IA 92, due to the lack of a developed roadway.

Congressionally-Directed Funding: On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). In the bill, Congress mandated the completion of Eastern Hills Drive (initially referred to as the East Beltway) by directing the use of \$13,700,000 for design and construction of a roadway to serve eastern Council Bluffs.

PROPOSED PROJECT – RANGE OF ALTERNATIVES

Eastern Hills Drive is comprised of multiple roadway segments (**see enclosed exhibit**). Segments A, B, C, and D were prioritized for NEPA classification by Iowa DOT and the Federal Highway Administration, and are the segments analyzed in the Eastern Hills Drive Environmental Impact Statement (EIS). The Eastern Hills Drive EIS is in the Range of Alternatives development phase. Comments on the proposed alternatives will be incorporated into future alternative alignments.

No-build alternatives, which include any minor improvements already included in the long-range transportation plan as well as normal maintenance activities, will be considered in the EIS for each of the following segments:

SEGMENTS A and B

Segments A and B were constructed in 2006, as a two-lane roadway between US 6 and Cedar Lane. The project was funded in part by the City of Council Bluffs, Pottawattamie County, and the Iowa DOT RISE program. The EIS will consider widening the existing roadway to increase capacity.

SEGMENT C

Segment C extends between Cedar Lane and State Orchard Road. Part of Segment C was constructed as part of the public improvements associated with the Hills of Cedar Creek subdivision. The EIS will consider widening the existing portion of Segment C and providing a connection to Steven Road.

- Steven Road is the east-west roadway intersecting Segment C of Eastern Hills Drive. Steven Road will provide a connection back to Interstate-80 via Madison Avenue, west of the Study Corridor. The portion of Steven Road analyzed in the EIS is between Norwood Drive and Eastern Hills Drive. Possible future alignments under consideration for Steven Road include a northern corridor along existing Cedar Lane, or a southern extension of existing Steven Road.

SEGMENT D

Segment D extends along Little Pony Creek between State Orchard Road/Eastern Hills Drive to IA Highway 92/State Orchard Road/Concord Loop. Segment D will include an intersection with and improvements to Greenview Road.

- There are four alternatives for the future alignment of State Orchard Road: one along existing State Orchard Road, and three on the east side of Little Pony Creek.
- Public comments from the August 21, 2008 public meeting suggested adding a north-south alternative connecting Segment C to 214th Street, seen in the map exhibit as Corridor 7.
- Greenview Road is the east-west roadway intersecting Segment D of Eastern Hills Drive. The portion of Greenview Road analyzed in the EIS is between County Road L-43 and the first residential road west of State Orchard Road. Possible future improvements under consideration in the EIS include widening and resurfacing the roadway on existing alignment.

Eastern Hills Drive EIS Project Newsletter

City of Council Bluffs Public Works
209 Pearl Street
Council Bluffs, IA 51503

Issue 2, Summer 2009



Mail to:

Greg Reeder, P.E.
City of Council Bluffs Public Works
Director
209 Pearl Street
Council Bluffs, IA 51503

EASTERN HILLS DRIVE ENVIRONMENTAL IMPACT STATEMENT PROJECT NEWSLETTER

Issue 2

Summer 2009

How You Can Participate:

- Mail written public comments to:
City of Council Bluffs Public Works
209 Pearl Street
Council Bluffs, IA 51503
- Attend the next Public Information Meeting (**to be announced**)
- Review project documents on the project website
- Call the City of Council Bluffs Public Works with questions or project comments at (712) 328-4634

Please visit the Eastern Hills Drive EIS project website for more information:
<http://publicworks.councilbluffs-ia.gov/engineering.asp?page=11>

City of Council Bluffs Public Works
209 Pearl Street
Council Bluffs, IA 51503

Issue 3, Fall 2010



Mail to:

EASTERN HILLS DRIVE
ENVIRONMENTAL IMPACT STATEMENT
PROJECT NEWSLETTER

Issue 3

Fall 2010

How You Can Participate:

Written public comments may be mailed to:

City of Council Bluffs Public Works
209 Pearl Street
Council Bluffs, IA 51503

Attend the next Public Information Meeting

November 16, 2010
6:00pm to 8:00pm
Council Bluffs Public Library
400 Willow Avenue
Council Bluffs, Iowa 51530

At the public information meeting, we will provide an opportunity for comments on the alternatives.

The Project Schedule may be viewed on the project website.

Please visit the Eastern Hills Drive EIS project website for more information:
<http://publicworks.councilbluffs-ia.gov/engineering.asp?page=11>

EASTERN HILLS DRIVE
ENVIRONMENTAL IMPACT STATEMENT
PROJECT NEWSLETTER

Issue 3

Fall 2010

Eastern Hills Drive is located within the City of Council Bluffs, in Pottawattamie County, Iowa. The study area extends between US 6 and IA 92 (See Exhibit-Page 3). The proposed action is to improve the transportation network within the study limit.

The purpose of the project is to improve the transportation network east of Council Bluffs by completing Eastern Hills Drive between US 6 and IA 92, while providing improved connections to developments along Greenview Road, Steven Road, and Cottonwood Road (L43). The project's stated needs include:

- Provide local system transportation system continuity
- Support planned land development in Council Bluffs and Pottawattamie County
- Increase the capacity of existing roads to accommodate future traffic demands
- Improve safety and emergency access
- Use Congressionally-Directed Funding

The No Build and Build Alternatives will continue to be analyzed and screened to determine alternatives to be studied further in the Environmental Impact Statement (EIS).

The alternatives carried forward must satisfy the Purpose and Need Statement because the statement outlines why the project should be completed. If an alternative cannot satisfy the needs outlined in the Purpose and Need Statement, it does not fulfill the project's goals and should not be considered further.

Alternatives Screening by Purpose and Need Statement

First, the alternatives are analyzed by the project Purpose and Need Statement. Screening criteria was developed for each need statement to analyze the project alternatives.

- Does the alternative provide local system continuity between IA 92 and US 6?
- Will the alternative support planned land development in Council Bluffs and Pottawattamie County?
- Will the alternative improve emergency response times to serve homes within the Little Pony Creek Drainage Basin?
- Will the alternative use congressionally-directed funding in the manner it was intended?

The range of alternatives included the alternative offered at the August 2008 public meeting. This alternative was referenced as Alternative 9 and extended in a north-south direction (214th Street) between Eastern Hills Drive and IA 92.

Following the August 2008 public meeting and upon receiving concurrence from local, state and federal agencies, each of the ten alternatives were evaluated. The ten project alternatives are described below and shown on the enclosed map exhibit.

Secondary Screening-Environmental Resources

The 10 project build alternatives were also screened by several environmental resources. Technical memorandums were prepared to determine if the build alternatives may cause a disproportionate impact on the resources listed on Page 2:

No Build Alternative: The No Build Alternative does not connect Eastern Hills Drive between Cedar Lane and the Hills of Cedar Creek subdivision. The No Build Alternative does not connect Steven Road to Eastern Hills Drive.

Build Alternatives:

Segment A

- Build Alternative 1: Widen of Eastern Hills Drive from 2 to 4-lanes from US 6 to McPherson Avenue.

Segment B

- Build Alternative 2: Widen Eastern Hills Drive from McPherson Avenue to Cedar Lane.

Segment C

- Build Alternative 3: New Alignment between Steven Road and Eastern Hills Drive using existing Cedar Lane.
- Build Alternative 4: New Alignment between Steven Road and Eastern Hills Drive without using existing Cedar Lane.

Segment D

- Build Alternative 5: Widen existing State Orchard Road between Eastern Hills Drive and Concord Loop.
- Build Alternative 6: New Alignment between State Orchard Road and IA 92.
- Build Alternative 7: New Alignment between State Orchard Road and IA 92.
- Build Alternative 8: New Alignment between State Orchard Road and IA 92.
- Build Alternative 9: New Alignment between Eastern Hills Drive and IA 92 from the Hills of Cedar Creek Subdivision to existing 214th Street. Includes widening existing 214th Street.

Greenview Road

- Build Alternative 10: Widen existing Greenview Road from Glen Oaks Drive to County Road L43.

Environmental Resources:

- Wetland/streams
 - Cultural resources
 - Hazardous materials
- Property/ROW
 - The Loess Hills
 - Rare, threatened and endangered species

Project Status: Agency Concurrence

The alternatives screening analysis found that of the entire range of alternatives, only Alternatives 8 and 9 should be removed from consideration. Alternatives 1,2,3,4,5,6,7 and 10 will be carried forward for additional evaluation.

Alternative No.:	Initial Screening	Secondary Screening							Conclusions
	Purpose and Need	Wetlands/Streams	Cultural Resources	Hazardous Materials	Property Impacts	Floodplain Impacts	RTE Species	Loess Hills Impacts	
No Build	X								Carry forward for comparison purposes.
Segment A									
1									This alternative should be considered further.
Segment B									
2									This alternative should be considered further.
Segment C									
3									This alternative should be considered further.
4									This alternative should be considered further.
Segment D									
5									This alternative should be considered further.
6									This alternative should be considered further.
7									This alternative should be considered further.
8								X	Do not consider further.
9	X								Do not consider further.
Greenview Rd.									
10									This alternative should be considered further.

SOURCE: Aerials Courtesy of Iowa Geographic Map Server

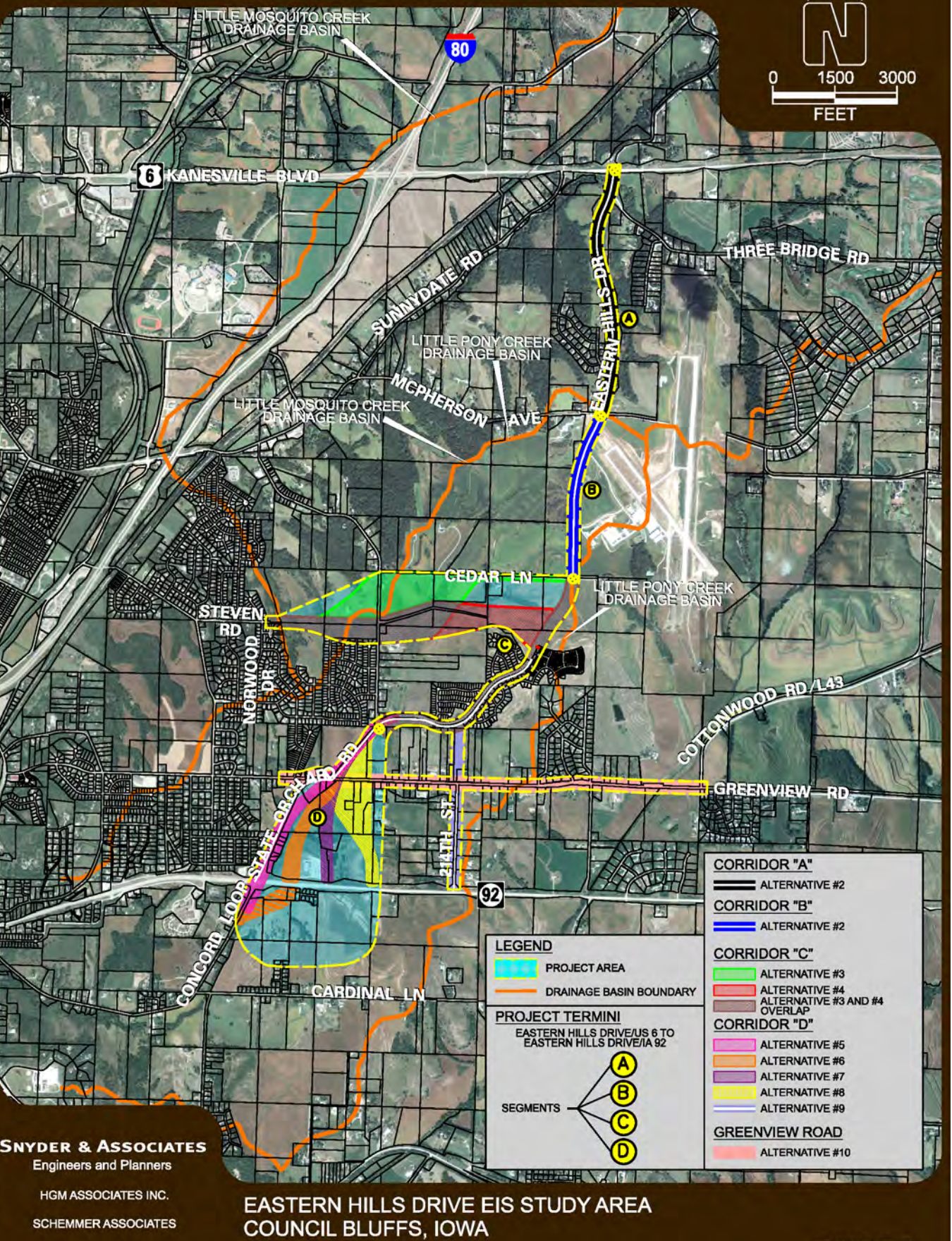


EXHIBIT C

City of Council Bluffs Public Works
209 Pearl Street
Council Bluffs, IA 51503

Issue 4, Spring 2012



Mail to:

EASTERN HILLS DRIVE
ENVIRONMENTAL IMPACT STATEMENT
PROJECT NEWSLETTER

Issue 4

Spring 2012

How You Can Participate:

Written public comments may be mailed to: City of Council Bluffs Public Works
209 Pearl Street
Council Bluffs, IA 51503

Attend the Public Hearing
March 27, 2012
5:00pm to 7:00pm
Community Hall
205 South Main Street
Council Bluffs, Iowa 51503

At the public hearing, we will provide an opportunity for comments on the alternatives.

The project schedule and additional information may be viewed on the project website.

Please visit the Eastern Hills Drive EIS project website for more information:
<http://publicworks.councilbluffs-ia.gov/engineering.asp?page=11>

EASTERN HILLS DRIVE
ENVIRONMENTAL IMPACT STATEMENT
PROJECT NEWSLETTER

Issue 4

Spring 2012

Eastern Hills Drive is located within the City of Council Bluffs, in Pottawattamie County, Iowa. The study area extends between US 6 and IA 92 (See Exhibit-Page 3). The proposed action is to improve the transportation network within the study limit.

The purpose of the project is to improve the transportation network east of Council Bluffs by completing Eastern Hills Drive between US 6 and IA 92, while providing improved connections to developments along Greenview Road, Steven Road, and Cottonwood Road (L43). The project's stated needs include:

- Provide local system transportation system continuity
- Support planned land development in Council Bluffs and Pottawattamie County
- Increase the capacity of existing roads to accommodate future traffic demands
- Improve safety and emergency access
- Use Congressionally-Directed Funding

The No Build and Build Alternatives will continue to be analyzed and screened to determine alternatives to be studied further in the Environmental Impact Statement (EIS).

The alternatives carried forward must satisfy the Purpose and Need Statement because the statement outlines why the project should be completed. If an alternative cannot satisfy the needs outlined in the Purpose and Need Statement, it does not fulfill the project's goals and should not be considered further.

DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC HEARING

A Public Hearing will be held on March 27, 2012, between 5 and 7 pm. at the Community Hall, 205 South Main Street, Council Bluffs, Iowa, to discuss the preliminary design.

This public hearing will be conducted utilizing a combined open forum and formal format. Project team members will be present with plans, displays and related information to discuss the project informally between 5 and 6 pm. Individuals are encouraged to attend the hearing anytime during the informal session to express their views and ask questions about the proposed improvement.

A formal presentation will be made at 6 p.m. followed by a formal question and answer session. There will be a three minute limit per speaker during the question and answer session. Persons wishing to make a formal presentation will need to so designate at the time of registration. Oral and written statements will be accepted during both the open forum and the formal sessions. A copy of the DEIS will be available for inspection at the hearing and is also available for viewing at the Council Bluffs Public Library 400 Willow Avenue, Council Bluffs, IA, and at the Council Bluffs City Hall, 209 Pearl Street, Council Bluffs, IA.

A review deadline of April 10, 2012, has been established for receipt of comments on the document. All comments received on the DEIS by that date will be considered by the City of Council Bluffs and the Federal Highway Administration in their evaluation of the environmental impacts of the project. Comments on the DEIS should be submitted to Greg Reeder, City of Council Bluffs, 209 Pearl Street, Council Bluffs, Iowa 51503.

No Build Alternative: The No Build Alternative does not connect Eastern Hills Drive between Cedar Lane and the Hills of Cedar Creek subdivision. The No Build Alternative does not connect Steven Road to Eastern Hills Drive.

Build Alternatives:

Segment A

- Build Alternative 1: Widen Eastern Hills Drive from 2 to 4-lanes from US 6 to McPherson Avenue.

Segment B

- Build Alternative 2: Widen Eastern Hills Drive from McPherson Avenue to Cedar Lane.

Segment C

- Build Alternative 3: New Alignment between Steven Road and Eastern Hills Drive using existing Cedar Lane.
- Build Alternative 4: New Alignment between Steven Road and Eastern Hills Drive without using existing Cedar Lane.

Segment D

- Build Alternative 5: Widen existing State Orchard Road between Eastern Hills Drive and Concord Loop.
- Build Alternative 6: New Alignment between State Orchard Road and IA 92.
- Build Alternative 7: New Alignment between State Orchard Road and IA 92.
- Build Alternative 8: New Alignment between State Orchard Road and IA 92.
- Build Alternative 9: New Alignment between Eastern Hills Drive and IA 92 from the Hills of Cedar Creek Subdivision to existing 214th Street. Includes widening existing 214th Street.

Greenview Road

- Build Alternative 10: Widen existing Greenview Road from Glen Oaks Drive to County Road L43.

Environmental Resources:

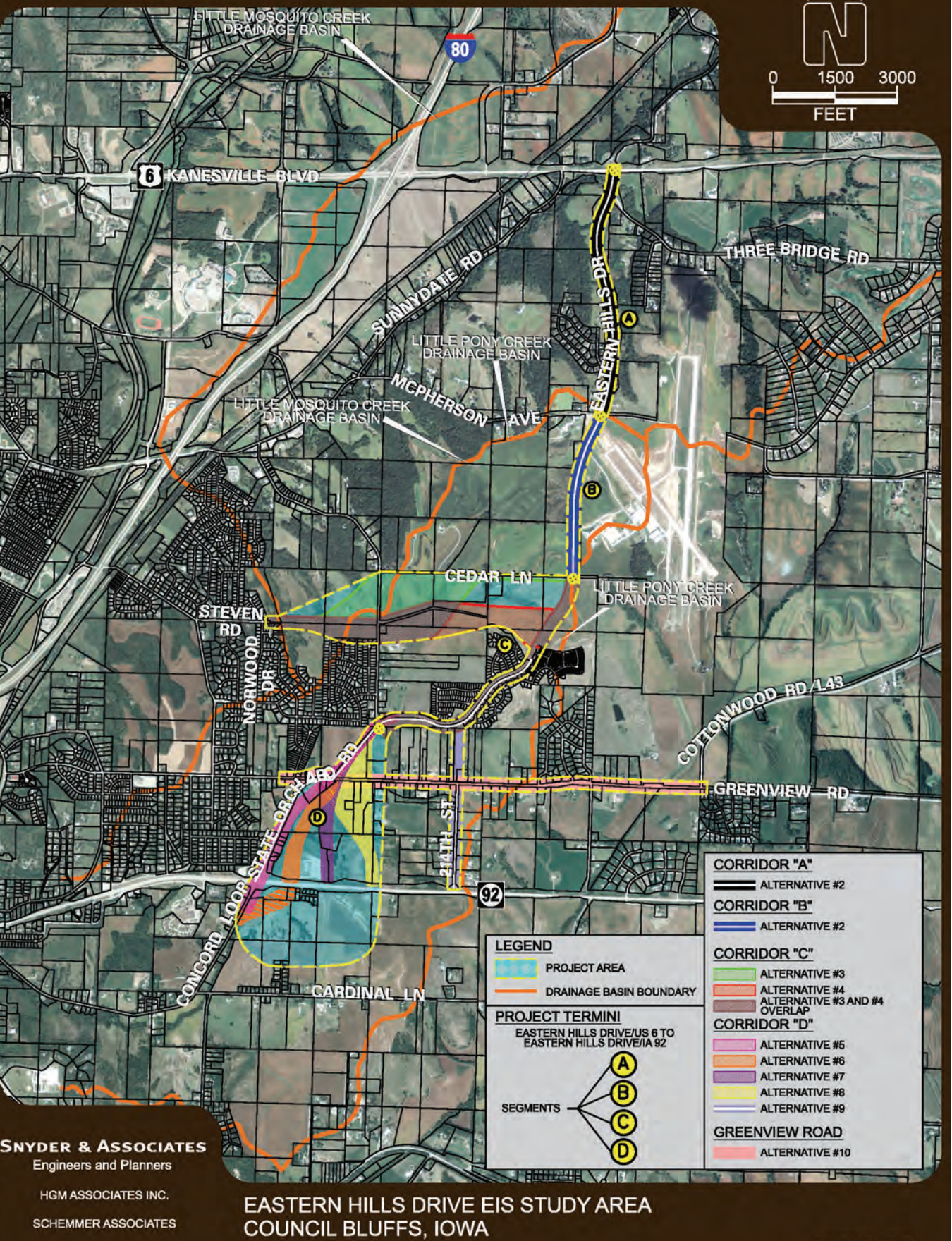
- Wetland/streams
 - Cultural resources
 - Hazardous materials
- Property/ROW
 - The Loess Hills
 - Rare, threatened and endangered species

Project Status: Agency Concurrence

The alternatives screening analysis found that of the entire range of alternatives, only Alternatives 8 and 9 should be removed from consideration. Alternatives 1,2,3,4,5,6,7 and 10 will be carried forward for additional evaluation.

Alternative No.:	Initial Screening	Secondary Screening							Conclusions
	Purpose and Need	Wetlands/Streams	Cultural Resources	Hazardous Materials	Property Impacts	Floodplain Impacts	RTE Species	Loess Hills Impacts	
No Build	X								Carry forward for comparison purposes.
Segment A									
1									This alternative should be considered further.
Segment B									
2									This alternative should be considered further.
Segment C									
3									This alternative should be considered further.
4									This alternative should be considered further.
Segment D									
5									This alternative should be considered further.
6									This alternative should be considered further.
7									This alternative should be considered further.
8								X	Do not consider further.
9	X								Do not consider further.
Greenview Rd.									
10									This alternative should be considered further.

SOURCE: Aerials Courtesy of Iowa Geographic Map Server



City of Council Bluffs Public Works
209 Pearl Street
Council Bluffs, IA 51503

Issue 5 Spring 2012



Mail to:

EASTERN HILLS DRIVE
ENVIRONMENTAL IMPACT STATEMENT
PROJECT NEWSLETTER

Issue 5

Spring 2012

How You Can Participate:

Submit comments about the DEIS document by May 7, 2012. All comments received on the DEIS by that date will be considered by the City of Council Bluffs and the Federal Highway Administration in their evaluation of the environmental impacts of the project. Comments on the DEIS should be submitted to:

Greg Reeder
City of Council Bluffs
209 Pearl Street
Council Bluffs, Iowa 51503

The project schedule and additional information may be viewed on the project website.

Please visit the Eastern Hills Drive EIS project website for more information:
<http://publicworks.councilbluffs-ia.gov/engineering.asp?page=11>

EASTERN HILLS DRIVE
ENVIRONMENTAL IMPACT STATEMENT
PROJECT NEWSLETTER

Issue 5

Spring 2012

Eastern Hills Drive is located within the City of Council Bluffs, in Pottawattamie County, Iowa. The study area extends between US 6 and IA 92. The proposed action is to improve the transportation network within the study limit.

The purpose of the project is to improve the transportation network east of Council Bluffs by completing Eastern Hills Drive between US 6 and IA 92, while providing improved connections to developments along Greenview Road, Steven Road, and Cottonwood Road (L43). The project's stated needs include:

- Provide local system transportation system continuity
- Support planned land development in Council Bluffs and Pottawattamie County
- Increase the capacity of existing roads to accommodate future traffic demands
- Improve safety and emergency access

The No Build and Build Alternatives will continue to be analyzed and screened to determine alternatives to be studied further in the Environmental Impact Statement (EIS).

The alternatives carried forward must satisfy the Purpose and Need Statement because the statement outlines why the project should be completed. If an alternative cannot satisfy the needs outlined in the Purpose and Need Statement, it does not fulfill the project's goals and should not be considered further.

DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC HEARING

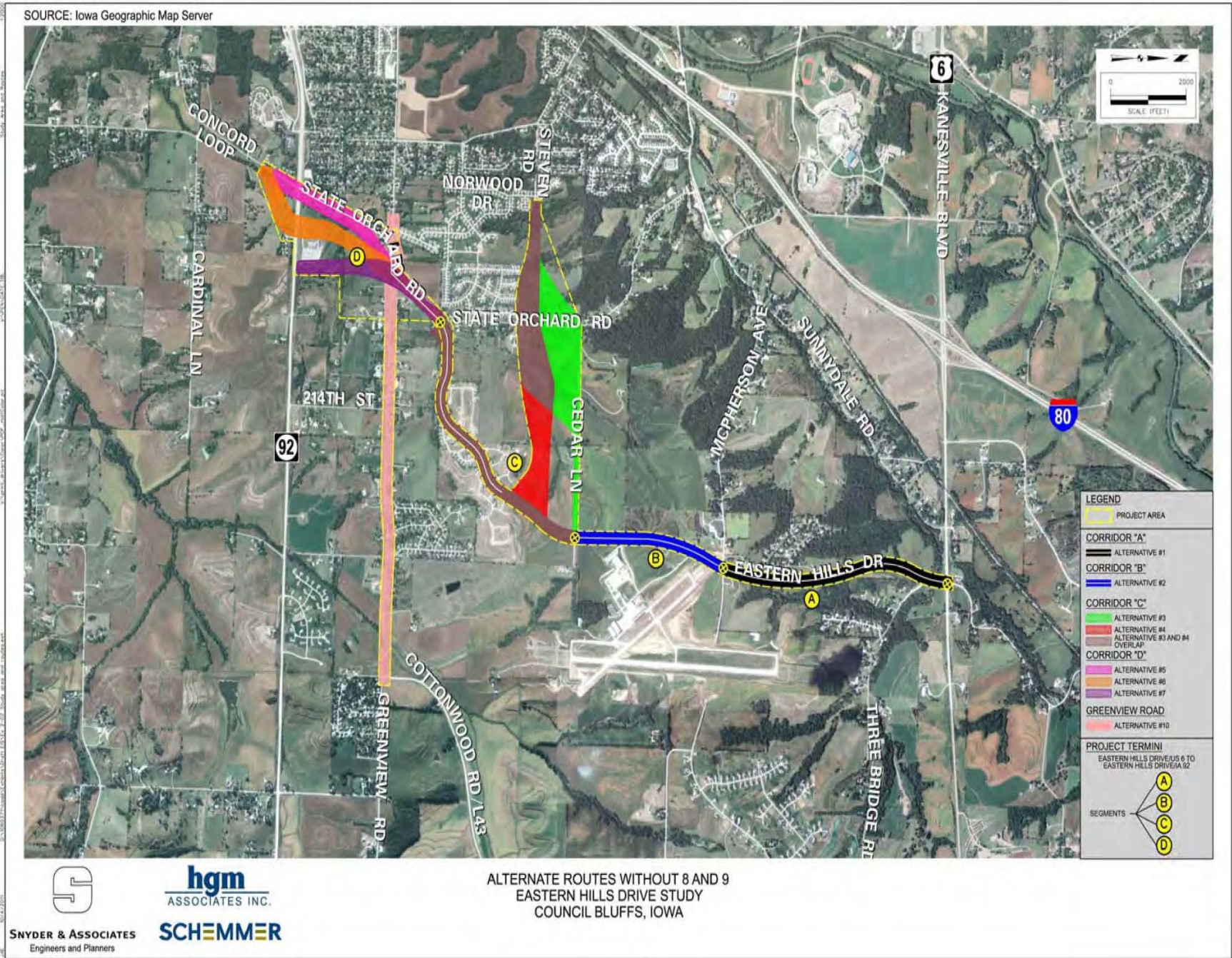
The public hearing was conducted on March 27, 2012 utilizing a combined open forum and formal format. Project team members were present with plans, displays and related information to discuss the project informally between 5 and 6 pm. Individuals were encouraged to attend the hearing during the informal session to express their views and ask questions about the proposed improvement.

A formal presentation was made at 6 p.m. followed by a formal question and answer session. Each person attending was afforded the opportunity to speak for three minutes during the question and answer session. Oral and written statements were also accepted during both the open forum and the formal sessions.

A copy of the DEIS was available for inspection at the hearing. The DEIS is also available for viewing at the Council Bluffs Public Library 400 Willow Avenue, Council Bluffs, IA, and at the Council Bluffs City Hall, 209 Pearl Street, Council Bluffs, IA. An electronic copy of the DEIS is available at: <http://publicworks.councilbluffs-ia.gov/documents/Signed-DEIS-120302.pdf>

A review deadline of May 7, 2012, has been established for receipt of comments on the document. All comments received on the DEIS by that date will be considered by the City of Council Bluffs and the Federal Highway Administration in their evaluation of the environmental impacts of the project. Comments on the DEIS should be submitted to Greg Reeder, City of Council Bluffs, 209 Pearl Street, Council Bluffs, Iowa 51503.

	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6	Alt 7	Alt 10	No Build
Community Facilities	No community facilities would be impacted	No community facilities would be impacted	No community facilities would be impacted	No community facilities would be impacted	No community facilities would be impacted	No community facilities would be impacted	No community facilities would be impacted	No community facilities would be impacted	No community facilities would be impacted
Public Lands and Facilities	No public lands or facilities would be impacted	No public lands or facilities would be impacted	No public lands or facilities would be impacted	No public lands or facilities would be impacted	No public lands or facilities would be impacted	No public lands or facilities would be impacted	No public lands or facilities would be impacted	No public lands or facilities would be impacted	No public lands or facilities would be impacted
Contaminated Sites	One site	One site	One site	None	None	None	None	None	None
Noise	The FHWA NAC would not be exceeded	The FHWA NAC would not be exceeded	The FHWA NAC would not be exceeded	The FHWA NAC would not be exceeded	The FHWA NAC would not be exceeded	The FHWA NAC would not be exceeded	The FHWA NAC would not be exceeded	The FHWA NAC would not be exceeded	The FHWA NAC would not be exceeded
Wetland	No wetlands would be impacted	No wetland would be impacted	Approximately 0.58 acres will be impacted.	Approximately 0.49 acres will be impacted.	Approximately 0.03 acres will be impacted.	Approximately 0.03 acres will be impacted.	No wetland would be impacted	Approximately 0.09 acres will be impacted.	No wetland would be impacted
Woodlands	No woodlands would be impacted	No woodlands would be impacted	Approximately 3.7 acres will be impacted	Approximately 3.4 acres will be impacted	No woodlands would be impacted	No woodlands would be impacted	No woodlands would be impacted	No woodlands would be impacted	No woodlands would be impacted
Threatened and endangered species	No known threatened or endangered species or sites would be impacted.	No known threatened or endangered species or sites would be impacted	No known threatened or endangered species or sites would be impacted	No known threatened or endangered species or sites would be impacted	No known threatened or endangered species or sites would be impacted	No known threatened or endangered species or sites would be impacted	No known threatened or endangered species or sites would be impacted	No known threatened or endangered species or sites would be impacted	No known threatened or endangered species or sites would be impacted
Fill in 100-year floodplains	The 100-year floodplain would not be impacted.	The 100-year floodplain would not be impacted.	The 100-year floodplain would not be impacted.	The 100-year floodplain would not be impacted.	The 100-year floodplain would not be impacted.	The 100-year floodplain would not be impacted.	The 100-year floodplain would not be impacted.	The 100-year floodplain of Pony Creek will be impacted.	The 100-year floodplain would not be impacted.
Stream crossings	There are no stream crossings.	There are no stream crossings.	One stream will be crossed.	Two streams will be crossed.	Little Mosquito Creek will be crossed twice.	Little Mosquito Creek will be crossed twice.	Little Mosquito Creek would be crossed twice.	Two streams will be crossed.	There are no stream crossings.
Number of homes displaced	0	0	3	1	15	5	2	0	0
Number of acres required for construction	0	0	28	25	30	15	20.5	0	0
Farmlands	No significant impact to farmland.	No significant impact to farmland.	No significant impact to farmland.	No significant impact to farmland.	No significant impact to farmland.	No significant impact to farmland.	No significant impact to farmland.	No significant impact to farmland.	No prime farmland would be impacted.
Cost estimate	Not calculated	Not calculated	\$6,433,000	\$5,839,000	\$9,212,000	\$7,852,000	\$7,140,000	\$4,200,000	\$0





City of Council Bluffs Public Works
209 Pearl Street
Council Bluffs, IA 51503

Mail to:

Eastern Hills Drive
Environmental Impact Statement
Project Newsletter

Issue 6Winter 2014/2015

How you can participate:

- The public will be invited to attend a public hearing and learn about the evolution of the environmental process and the rationale for selecting the preferred alternative. The public hearing will include a presentation, an opportunity for members of the public to make a statement, and the opportunity to ask questions and receive answers from project representatives, including a right-of-way acquisition specialist.
- Call the City of Council Bluffs Public Works with questions or project comments at (712) 328-4634.

For additional information, please visit the project website at:

<http://www.councilbluffs-ia.gov/index.aspx?NID=811>

The project website includes detailed figures on an aerial base showing property lines, proposed curb lines, trail location and right-of-way need lines of the preferred alternative.

Environmental Impact Statement Status:

After the issuance of the Draft Environmental Impact Statement (DEIS) and the public hearing, comments submitted by the public and resource agencies have led to revisions of the description of alternatives. The DEIS identified 4 lettered corridors and sequentially numbered alternatives in each corridor to create 10 alternatives, of which 2 alternatives were eliminated from further evaluation. The City has been working with the Iowa Department of Transportation (Iowa DOT) and the Federal Highway Administration (FHWA) in preparing a Final Environmental Impact Statement (FEIS) that explains the change detailed below in alternative description.

Moving forward in the FEIS and future documentation, new nomenclature has been adopted to help the general public and agencies better understand the details of each alternative. Corridor letters have been removed, previously identified numbered alternatives are now lettered segments, and different combinations of segments comprise 8 alternatives. Each alternative extends from US 6 to IA 92 and includes improvements to Greenview Road and a connection from Steven Road to Eastern Hills Drive.

Preferred Alternative:

FHWA, Iowa DOT, and the City have reviewed the 8 alternatives, identified a preferred alternative, and coordinated with environmental resource agencies on the preferred alternative. A map of the preferred alternative is located on the inside of this newsletter.

The preferred alternative would complete the section of Eastern Hills Drive from north of North and South Larchmont Drives to Cedar Lane and extend Eastern Hills Drive from the State Orchard Road intersection southwesterly along the existing State Orchard Road alignment, cross Greenview Road, and continue on the east side of Little Pony Creek until curving back into the existing IA 92/State Orchard Road intersection. The initial construction would include a 3-lane roadway and trail section consistent with the current Eastern Hills Drive through the Hills of Cedar Creek subdivision. The ultimate build out of the roadway, when necessary due to traffic demand, would widen the street from 3 lanes to 5 lanes from IA 92 to US 6. As a connecting roadway, Cedar Lane would be reconstructed from Eastern Hills Drive, with a new alignment extending from Steven Road at Norwood Drive; this would be a 2-lane roadway. Greenview Road would be reconstructed, remaining as two lanes, as a connecting roadway from Glen Oaks Drive to Cottonwood Road/L 43.

Next Steps:

The next steps in the environmental process are to complete and issue the FEIS to the public and agencies for review, conduct a public hearing on the FEIS, and prepare a Record of Decision (ROD). The ROD will document the decision-making process and identify specific environmental commitments for the project. The FEIS is anticipated to be released to the public by Spring 2015, with a public hearing being held a few weeks after the FEIS is issued. A notice for the hearing will be issued to individuals on the project mailing list, as well as local media.

